FUNNY VOLT

MAN.VOLT.EN.02

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December, 2010

Keep go-kart in original configuration.

Use spare parts of Sodikart origin.

DRIVING IS FORBIDDEN

WEARING A SCARF

WEARING LONG HAIR STICKING OUT FROM UNDER THE HELMET

WEARING LOOSE CLOTHING

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This user guide is updated by SODIKART to allow, without delay, to know the last safety and maintenance improvements.

Refer to our website regularly, to dowload the last version of user guide.

This document is a translation of the French manual, Document MAN.VOLT.FR.02 (original version), which will prevail in the event of a dispute.

The illustrations are non-contractual.

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1 - Safety instructions

A go-kart can be dangerous if if is not correctly maintained or used. Read carefully this manual and pay a particular attention to safety warnings and notes.

- Not following the safety instructions of this manual, may involve your liability if an accident occurs.
- Read carefully hints, instructions or warnings following a “notes” or a “warning”:

- *Indicates a risk of property damage if instructions are not followed.*

► Indicates a strong possibility of serious personnal injury or death if instructions are not followed.

► Not following size and age restrictions exposes the driver and other pilots to serious or even fatal injuries, and may involve the liability of the track.

► Keep the go-kart in it’s original state.

► Use ONLY spare parts of SODIKART origin.

► Use of damaged equipment may lead to a serious or even a fatal injury.

1.1 - General instructions

1.1.1 - Track

- Use the go-kart only on a go-kart track.
- Get the track approved.
- Make sure the track complies with the rules and regulations of your country or state.
- Use adequate track protections that comply with the regulations of your country (example: protection of poles).
- Make sure the track surface is uniform (no holes).
- Maintain the track properly.
- Eliminate all fuel spills and fuel traces.

This list is not comprehensive. Refer to the rules and regulations applicable in your country and (or) state.

1.1.2 - Buildings

- Make sure that buildings comply with the current rules and regulations applicable in your country and (or) state.
- Pay a particular attention to the fire hazard issue (new and used tyres stock, fuel station, fire security system, and emergency exit).

1.1.3 - Areas with restricted access

- Clearly indicate the areas, the access of which is forbidden to non authorized persons (example: technical zone).
- Keep the children away from the track. They are not aware of the danger for themselves and the drivers.
- Request animals to be attached or kept on a leash. Animals must never go on the track.

1.1.4 - Staff

- Staff must be informed about safety, trained, and made aware of the importance of the matter.

1.1.5 - Go-karts

- Keep the go-karts in their original state. (Cf. chap. 4).
- Use tyres with a grip adapted to the surface of the track (In case of difficulty, contact SODIKART). (Cf. chap. 3.5), (Cf. chap. 4.8), (Cf. chap. 4.13).
- Maintain the go-karts properly.
- Use only spare parts of SODIKART origin.
- Check and maintain the safety components with care:
  - the brakes (Cf. chap. 3.1), (Cf. chap. 3.3), (Cf. chap. 4.1), (Cf. chap. 4.2);
  - the steering system (Cf. chap. 3.2), (Cf. chap. 4.4);
  - the tyres (Cf. chap. 3.5), (Cf. chap. 4.8), (Cf. chap. 4.13);
  - the bodywork parts (Cf. chap. 3.6), (Cf. chap. 4.9);
  - the nuts and bolt (Cf. chap. 3.7), (Cf. chap. 4.10)

► Not using a go-kart in it’s original configuration may lead to a serious or even fatal injury.

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1.1.6 - Batteries

- The batteries must be used under optimum conditions; otherwise, battery life will be reduced.
- Failure to apply the instructions can lead to leakage, fire, explosion, or permanent damage to the battery and its environment.
- The batteries are intended for use with the FunnyVolt go-kart.
- Any other used is deemed inappropriate and prohibited.
- Sodikart shall not under any circumstances be held responsible for loss or damage resulting from inappropriate use.
- Any risk is borne entirely by the user.
- It is essential that you apply the following safety instructions and recommendations:
  - Never open the batteries.
  - Observe the conditions for storage, use, installation, and maintenance.
  - Store batteries in an enclosed, dry, room at moderate temperature.
  - To recharge the batteries, use the approved charger only.
  - Never short-circuit the batteries.
  - Replace the batteries immediately in the event of leakage or unusual odours.
  - Avoid all contact with the battery's electrolyte. In the event of contact with the skin, immediately wash the affected areas using soap and water. In the event of contact with eyes, rinse with plenty of water for 15 minutes and immediately seek medical advice.

1.1.7 - Drivers

Follow the mandatory safety instructions carefully.

Age and size restrictions

- Make sure the age and size restrictions are respected, according to the current laws and regulation in your country or state.
- Forbid a pilot to drive with a size and (or) age are below the minimum imposed by the regulation (In France, the driver must be 14 years old and measure 140cm minimum).
- For small driver (between 140cm and 150cm), use a spacer (removable foam).

Things prohibited to the driver

- Driving prohibited for a pilot:
  - Wearing a scarf since it may wind around rotating parts of the go-kart (Cf. chap. 3.4), (Cf. chap. 3.6), (Cf. chap. 4.9).
  - With long hair sticking out of the helmet (Cf. chap. 3.4), (Cf. chap. 3.6), (Cf. chap. 4.9).
  - With hair which could reach a rotating parts when the driver is seated in the go-kart.
  - Wearing loose clothes. (Cf. chap. 3.4), (Cf. chap. 3.6), (Cf. chap. 4.9).
  - Wearing sandals, heeled shoes, or shoes with long laces presenting a risk of entanglement in rotating parts of the go-kart.
  - Having health problems especially with a history of heart conditions, head neck or back ailment, nervous disorder, seizure.
  - Having a strange behaviour.
  - Under drugs or alcohol.
- Access prohibited to restricted areas (example: technical zone).
- Prohibited to:
  - Touch the engine and warm parts. (Cf. chap. 3.4).
  - Step on the throttle cable.
  - Step on fuel and brake hoses connections.
  - Step on side pods when going in, or leaving the go-kart.
- Make sure that, prior to being dressed for driving, pilots have been informed about restrictions and prohibited things.

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Clothes-protections

- Make sure the drivers wear the following protections, prior to reaching the go-karts:
  - Mean of securing long hair under the helmet (**mandatory for pilots with long hair)**.
  - Disposable mobcap (hygiene) (**mandatory**).
  - Had sock for pilots having hair likely to come out of the helmet (highly recommended).
  - Helmet of correct size for the pilot's head, approved according to national regulation, with strap to secure under the chin, and visor (**mandatory**).
  - Long, non floating, clothes giving a good protection of arms and legs (**mandatory**).
  - Closed shoes (mandatory) – short lace tied.
  - Suit with a ribbed border cuff and ankle (recommended).
  - Driving gloves (dry) (recommended).
  - Neck brace for the drivers with neck and head problems, or on driver's request (highly recommended).
  - Rib protection of correct size (recommended).
  - Suit for wet conditions with waterproof fastening (recommended when necessary).

- **The mobcap is design for the hygiene. It is not a device to secure long hair.**
- **Long hair sticking out of the helmet and (or) loose clothes expose the driver to a risk of serious or even fatal injuries, by winding around rotating parts of the go-kart.**
- **Make sure safety instructions are well understood by the pilots.**

1.1.8 - Briefing-communication

- Display all safety instructions clearly (Panels, boards , videos, etc.).
- Before starting the go-karts, have a briefing with the pilots about:
  - The way to use the throttle and brake pedals and the position of the hands on the steering wheel (10h10).
  - The driving without simultaneous use of throttle and brake.
  - The way to lock the adjustable seat, the steering column (if adjustable), and the pedals.;
  - The rules of overtaking.
  - The meaning of the flags and the obligation to follow track personnel instructions.
  - The applicable sanctions if rules are not followed, especially in case of dangerous driving.
- Prior to starting the session, make sure all pilots comply with the safety rules and have understood the safety instructions.

1.1.9 - During a session

- Ensure safety rules are followed (importance of track personnel, flags, etc.).
- Warn, penalize, or exclude immediately all drivers having a dangerous, too aggressive or queer behaviour.
- Stop immediately all drivers who despite the safety instructions, have had long hair sticking out of the helmet, or loose clothes.

- **Not following safety rules may lead to serious or even fatal injuries.**
- **A driver with dangerous behaviour exposes himself and other pilots to a risk of serious or even fatal injury.**
- **Driving with long hair sticking out of the helmet and (or) loosing clothes exposes to a risk of serious, or even fatal injury by winding around rotating parts of the go-kart.**

If you have problems or questions about your go-kart, please contact our local distributor or representative of Sodikart.

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- **Not following the instructions of this manual may lead to serious or even fatal injuries, and involve the track liability.**

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1.2 - Recap of all warnings included in this manual

Chapter: Safety instructions

- Not following size and age restrictions exposes the driver and other pilots to serious or even fatal injuries, and may involve the liability of the track. / Page 4
- Keep the go-kart in it's original state. / Page 4
- Use ONLY spare parts of SODIKART origin. / Page 4
- Use of damaged equipment may lead to a serious or even a fatal injury. / Page 4
- Not using a go-kart in it's original configuration may lead to a serious or even fatal injury. / Page 4
- The mobcap is design for the hygiene. It is not a device to secure long hair. / Page 6
- Long hair sticking out of the helmet and (or) loose clothes expose the driver to a risk of serious or even fatal injuries, by winding around rotating parts of the go-kart. / Page 6
- Make sure safety instructions are well understood by the pilots. / Page 6
- Not following safety rules may lead to serious or even fatal injuries. / Page 6
- A driver with dangerous behaviour exposes himself and other pilots to a risk of serious or even fatal injury. / Page 6
- Driving with long hair sticking out of the helmet and (or) loosing clothes exposes to a risk of serious, or even fatal injury by winding around rotating parts of the go-kart. / Page 6
- Not following the instructions of this manual may lead to serious or even fatal injuries, and involve the track liability. / Page 6
- Control presence and good state of the safety stickers, and follow the instructions mentioned on them. / Page 10
- Replace a damaged sticker. / Page 10

Chapter: Go-kart reception

- Use EXXIDE MAXIMA 900 DC or LifePo4 batteries only./ Page 11
- Push the throttle pedal at maximum when you start the engine ,may lead to a serious or even fatal injury./ Page 13
- The engine is a rotation part which presents a risk of serious or even fatal injury, by winding of long hairs or loosing clothes./ Page 13
- A throttle cable too tight, may accelerate the go-kart without driver, and may lead to a serious or even fatal injury./ Page 13
- The button (2) must always be returned to the OFF position when the go-kart is at the stand without a driver./ Page 13

Chapter: Checking before cessions

- The brake is an essential safety element. Do not put the go-kart in operation if the break system is faulty or if you have a doubt./ Page 14
- Faulty braking system may lead to a serious or even fatal injury./ Page 14
- A leak in the brake system may lead to a loss of breaking power and may lead to a serious or even fatal injury./ Page 14
- Do not put a greasy liquid on the brake disk or on the brake calliper; it may cause a significant loss of braking power, and may lead to a serious or even fatal injury./ Page 14
- Using brake fluid other than DOT 4 may damage the seals in the break system, and cause a loss of braking power./ Page 14
- Use brake fluid DOT 4 only./ Page 14
- Faulty steering may lead to a serious or even fatal injury. Check steering prior to cessions./ Page 15
- A faulty pedal system may expose the driver to a risk of the driver and other drivers to a risk of serious or even fatal injury./ Page 16
- Damaged of braking hoses may lead to a serious or even fatal injury./ Page 16
- To limit the risk of electrocution, check that the go-kart is switched off and disconnected from the charger./ Page 16
- The engine is source of heat which presents a risk of burn for the driver.Make sure that the protections are correctly secured and in a good state./ Page 18
- The engine and transmission (rear axle included) are rotation parts which present a risk of serious, even fatal injury, by winding of long hairs or loosing clothes. Make sure that the protections are correctly secured and in a good state./ Page 18
- Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury./ Page 18
- Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury./ Page 18
- Never run with worn or damaged tyres: a burst of tyre may lead to a serious or even fatal injury./ Page 18
- Always blow up tyre with the pressure recommended by the manufacturer./ Page 18
- Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury./ Page 18
- Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over./ Page 18
- Store tyres in an appropriate area to prevent fire hazard./ Page 18
- A rear axle cover which is badly secured or in a bad state may lead to a serious or even fatal injury, by winding of long hair or loose clothes around the rear axle./ Page 19
- Make sure that the rear axle cover is the good version./ Page 19
- A bodywork part with dangerous sharp edges may lead to a serious or even fatal injury./ Page 19
- Never allow a go-kart to run with broken or missing bodywork parts, it may lead to a serious or even fatal injury./ Page 19

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- Operation of the pedals in forward position can be obstructed by a front shock absorber system in poor condition./ Page 19
- Never modify an engine cowl or axle cover, because there is a risk of entanglement of the driver's loose clothing./ Page 19
- A loosened adjustable seat can result in serious bodily injury or death./ Page 20
- An adjustable seat system that is faulty or in bad state can result in serious or bodily injury or death./ Page 20
- Never adjust the seat whilst driving./ Page 20
- Adjustments must be made by track personnel before you start out./ Page 20

Chapter: Adjustment and maintenance of the chassis

- Wear insulating gloves and goggles for all operations on the electrical circuit./ Page 21
- Never short-circuit the batteries. This could cause an explosion, fire, or a serious or even fatal accident./ Page 21
- To perform this operation, use insulated spanners only./ Page 21
- No not use tools whose insulating coating is cracked, nicked, or otherwise damaged./ Page 21
- An air bubble in the brake system can lead to a partial or total lost of brakes and may lead to a serious or even fatal injury./ Page 22
- Moisture in the brake fluid may cause vapour lock and a sudden loss of braking power, may lead to a serious or even fatal injury./ Page 22
- Altering the adjustment of the brake system levers may cause a loss of braking./ Page 22
- Never operate the go-kart if the brake pads have worn beyond their permitted limits./ Page 23
- Use only genuine SODIKART brake pads./ Page 23
- Make sure the pads are assembled correctly and that the braking system is working efficiently before operating the go-kart./ Page 23
- Check brake pad wear daily./ Page 23
- The brake is an essential safety element. Do not put the go-kart in operation if the break system is faulty or if you have a doubt./ Page 23
- Faulty braking system may lead to a serious or even fatal injury./ Page 23
- Check connexions of hoses, no leak./ Page 23
- Use brake fluid DOT 4 only./ Page 23
- A faulty pedal system may lead to a serious or even fatal injury./ Page 24
- The functioning of pedalboard in a forward position may be held up by an absorption system in a bad state./ Page 24
- Adjusting the potentiometer to maximum speed position when the accelerator pedal is released can lead to a serious, or even fatal, accident./ Page 25
- Remove power from the go-kart before performing any servicing. To do this, place the ON/OFF button in the OFF position, and disconnect the go-kart from the charger./ Page 25
- Never drive the go-kart with the wheels not tightened, as this may lead to a serious or even fatal injury./ Page 26
- Do not drive with bent or broken tie rods, it exposes the pilot to a risk of a serious, or even fatal injury./ Page 26
- Driving with badly tightened wheel screws may lead to a serious or even fatal injury./ Page 27
- Exceeding the maximum rear wheel unit adjustment may cause the breaking of the hub, and may lead to a serious or even fatal injury./ Page 27
- An excessively tight belt can damage the engine bearings./ Page 29
- The use of an unsuitable gear ratio for the track or running the engine at too low a speed can cause engine overheating and damage./ Page 29
- Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury./ Page 30
- Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury./ Page 30
- Never run with worn or damaged tyres: a burst of tyre may lead to a serious or even fatal injury./ Page 30
- Always blow up tyre with the pressure recommended by the manufacturer./ Page 30
- Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury./ Page 30
- Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over./ Page 30
- Store tyres in an appropriate area to prevent fire hazard./ Page 30
- A bodywork part with dangerous sharp edges may lead to a serious or even fatal injury./ Page 31
- Never allow a go-kart to run with broken or missing bodywork parts, it may lead to a serious or even fatal injury./ Page 31
- Do not modify bodywork parts, you might unwillingly significantly reduce it's efficiency as a safety item./ Page 31
- Although the safety points listed here must be checked daily, it is obvious that other fastenings must not be ignored.Indeed it is advised to check all fastenings almost daily to minimise all risks./ Page 33
- To limit the risk of deep discharge and destruction of batteries, never allow a go-kart to become fully discharged./ Page 34
- To limit the risks of engine overheating, never use one go-kart to push another, and never accelerate when the go-kart is blocked (wall, track guard, etc.)./ Page 34
- To limit the risks of discharge, check after each session that the go-kart's on/off button is set to OFF./ Page 34
- Between sessions and at night, never store go-karts in an area exposed to rain or at a temperature below 5°C./ Page 34
- For safety reasons and to avoid any risk of fire, never leave the batteries unattended during charging./ Page 34
- The batteries are the only electrical components that you can replace./ Page 36
- Use electrically insulated tools./ Page 36
- Remove your jewellery (rings, etc.) to avoid an electrical discharge that could lead to a serious or fatal accident./ Page 36

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- Do not incinerate the battery because it could explode, causing a serious or fatal accident./ Page 36
- Do not damage the battery and do not attempt to open it. This could lead to a serious or fatal accident./ Page 36
- Use EXXIDE MAXIMA 900 DC or LifePo4 batteries only./ Page 36
- LiFePo4 batteries are paired up at the time of mounting, and must never be separated. If servicing is required, send the complete set of batteries./ Page 36
- Modify the seat belt system may lead to a serious or even fatal injury./ Page 36
- Clean the belt with chemical product may modify the efficiency of the belt, and lead to a serious or even fatal injury./ Page 36
- A seat belt not locked may lead to a serious or even fatal injury./ Page 36
- Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury./ Page 37
- Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury./ Page 37
- Never run with worn or damaged tyres : a burst of tyre may lead to a serious or even fatal injury./ Page 37
- Always blow up tyre with the pressure recommended by the manufacturer./ Page 37
- Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury./ Page 37
- Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over./ Page 37
- The studded tyre must be used only on the ice track./ Page 37
- Store tyres in an appropriate area to prevent fire hazard./ Page 37
- An excessively tight belt can damage the engine bearings./ Page 38
- The use of an unsuitable gear ratio for the track or running the engine at too low a speed can cause engine overheating and damage./ Page 38
- If WD40 is sprayed on the brake disk or brake calliper, brake efficiency will be partially or completely reduced, and this may lead to a serious or even fatal injury./ Page 39
- Do not put WD40 into brake pump./ Page 39
- Do not use a pressure washer. Cleaning the go-kart with a pressure washer can lead to fast deterioration of certain go-kart components (e.g. electrical components of the go-kart, stickers, bearings, etc.)./ Page 39

1.3 - Safety stickers

1.3.1 - Go-kart

Explanation of pictograms

	Risk of entanglement in rotating parts
	No long hair sticking out from the helmet
	No scarves
	No loose clothing

Kit of 3 small safety stikers
Ref.: AC701.127

Kit of 3 big safety stickers
Ref.: AC701.128

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INSTRUCTIONS DE SECURITE

- Maintenir le kart en bon état de fonctionnement (se référer au manuel d'entretien)
- Faire respecter les règles et consignes de sécurité (briefing obligatoire)
- Ne pas laisser un pilote conduire :
  - ► Sans les protections adéquates
  - ► Avec les cheveux long à l'extérieur du casque
  - ► Avec une écharpe ou des vêtements flottants
  - ► Sous l'emprise de drogue ou d'alcool

SAFETY INSTRUCTIONS

- *Keep the kart in good condition (refer to maintenance manual)*
- *Instruct the pilot about safety (compulsory briefing)*
- *Do not let a pilot drive:*
  - ► *Without adequate protections*
  - ► *With long hair out of the helmet*
  - ► *With a scarf or floating clothes*
  - ► *Under the influence of drugs or alcohol*

Ref. : AC701.123

LIQUIDE DE FREIN DOT 4 UNIQUEMENT

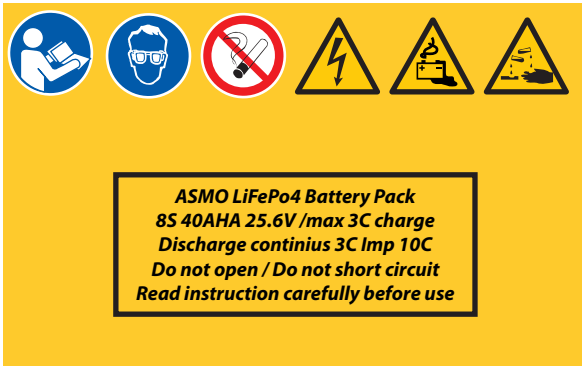
BRAKE FLUID DOT 4 ONLY

Ref. : AC701.124

1.3.2 - Batteries

Explanation of pictograms

	No smoking
	Corrosive substances
	Electrical hazard
	Warning! Hazardous batteries
	Eye protection is mandatory
	Read the User Manual


ASMO LiFePo4 Battery Pack
8S 40AHA 25.6V /max 3C charge
Discharge continius 3C Imp 10C
Do not open / Do not short circuit
Read instruction carefully before use

Ref. : AC701.116

- ► **Control presence and good state of the safety stickers, and follow the instructions mentioned on them.**
- ► **Replace a damaged sticker.**

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2 - Go-kart reception

2.1 - Standards

This go-kart complies with the French standard NF S52-002 of February 2001.

This go-kart complies with the european standard 98/37. (Look on the right front of chassis the C.E. sticker.).

CE **SODIKART** : Parc d'Activités des Hauts de Couëron-BP60-44220 COUËRON-FRANCE
Modèle : **Funny Volt** Année : **2010**

2.2 - Engine

Type	AGNI 48V 8.5KW
Maximum current	190 A
Continuous output	8,5 kW
Maximum torque	26 Nm
Weight	11,5 kg
Speed of rotation	4 000 rpm

2.3 - Battery

▶ **Use EXXIDE MAXIMA 900 DC or LifePo4 batteries only.**

- *Go-karts are delivered with their LiFePo4 batteries disconnected. See battery connection (Cf. chap. 2.5.1).*

2.3.1 - Type EXIDE MAXXIMA 900DC

Type	EXIDE MAXXIMA 900DC
Working life	750 cycles
Capacity	50 Ah
Voltage	12 V
Quantity per go-kart	4
Weight	18 kg
Safety characteristics	Watertight battery No risk of explosion No acid vapour

Dimensions	
Length	260 mm
Width	173 mm
Height	205 mm

2.3.2 - Type LifePo4

Type	LifePo4
Working life	2000 cycles
Capacity	40 Ah
Voltage	51.2 V
Quantity per go-kart	2
Weight	15,5 kg

Dimensions	
Length	494 mm
width	120 mm
Height	219 mm

- *The batteries are paired. Always replace them in pairs.*

2.4 - Charger

Check that the battery charger operation and installation manual has been supplied. If not, contact SODIKART.

Type	ZIVAN NG7
Weight (without connecting cables)	9 kg

Dimensions	
Length	550 mm
Width	270 mm
Height	120 mm

	Voltage	**Current**	**Frequency**
European version			
Input	400 V AC	14 A	50-60Hz
Output	48 V DC	100A	-
USA version			
Input	480 V AC	12 A	50-60Hz
Output	48 V DC	100A	-

Connect the charger to a socket that has been correctly installed and earthed in accordance with the laws and regulations in force in your country.

Europe	
Current	16 A
Voltage	230 V AC
Power	2,5 kW

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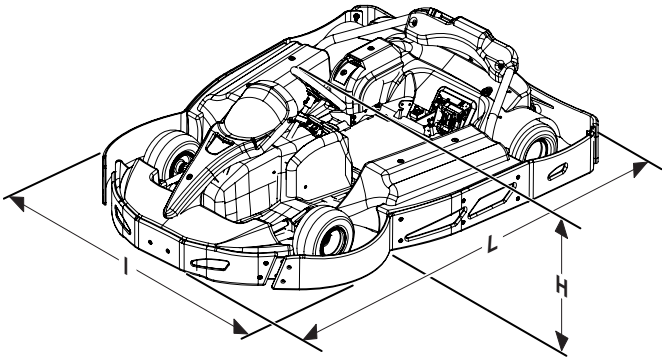
2.5 - Delivery

During the delivery, check the go-kart is not damaged, and all documents are supplied (user maintenance guide, engine user's guide, spare parts catalogue, otherwise contact SODIKART).

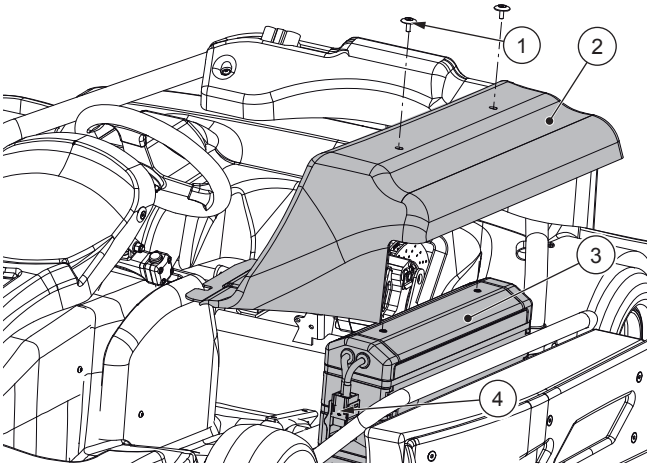
- Make sure the go-kart and the engine correspond to your order.



Overall dimensions	
Length (L)	1900 mm
Width (l)	1275 mm
Height (H)	670 mm
Height with roll-over bar	1040 mm

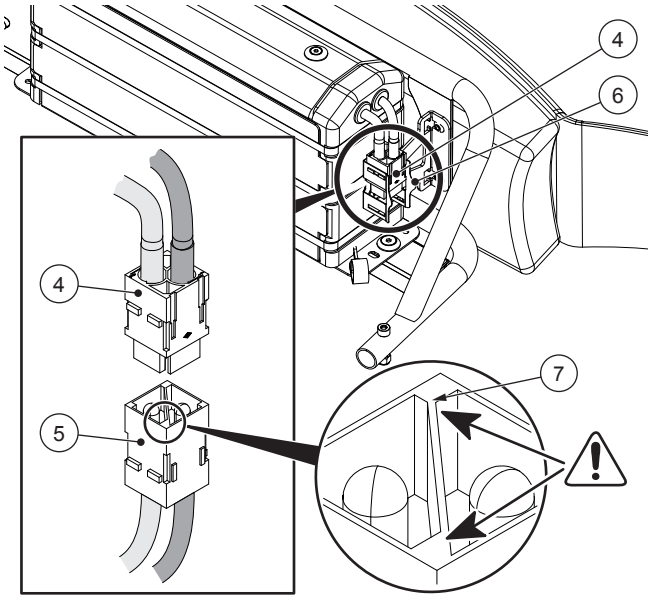
2.5.1 - Connecting LiFePo4 batteries

Go-karts are delivered with the batteries disconnected.



Legend
1 Screw
2 Battery cover
3 Battery
4 Battery connector

- Remove the 2 screws (1).
- Remove the battery cover (2).



Legend
4 Battery connector
5 Power harness connector
6 Connector support
7 Polarising device

- Unclip the connector (4) from the holder (6).
- Connect the power harness connector (5), observing the correct orientation (align the wires with matching colours, polarising device (7)).
- Clip the connected connectors in the holders (6).

- *The polarising devices (7) on the connectors prevent an incorrect connection.*
- *Do not apply force to the connectors whilst connecting them.*

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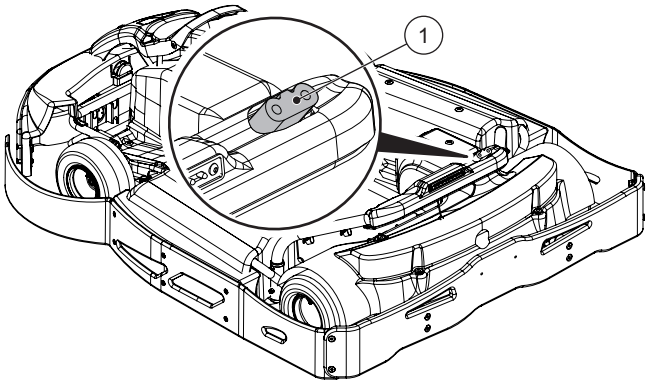
2.6 - Charger connection

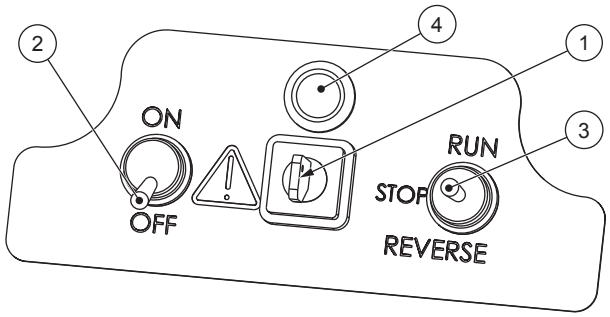


Legend
1 Charger socket

- To recharge the go-kart batteries, connect the charger to the socket (1).

- *Always observe the battery charging time.*
- *After each session, the go-karts must always be stored with their batteries charged.*
- *During winter storage, the batteries must be stored charged.*
- *To maintain the battery charge level at 100%, charge the batteries all night long on alternate nights.*

2.7 - Start up of the go-kart



Legend
1 Speed selector
2 ON/OFF button
3 Mode switch (forward/stop/reverse)
4 Power indicator

The person who starts up the go-kart must be sitting in driving position.

- Set the mode switch (3) to STOP.
- Set the speed selector (1) to the desired speed.
- Press the brake pedal.
- Place the ON/OFF button (2) in the 'ON' position. The indicator light (4) lights up.
- Set the mode switch (3) to RUN.

- *The go-karts are equipped with an anti gas/ brake system. This function shuts off power to the engine as soon as the driver presses the brake pedal.*

- **Push the throttle pedal at maximum when you start the engine ,may lead to a serious or even fatal injury.**
- **The engine is a rotation part which presents a risk of serious or even fatal injury, by winding of long hairs or loosing clothes.**
- **A throttle cable too tight, may accelerate the go-kart without driver, and may lead to a serious or even fatal injury.**
- **The button (2) must always be returned to the OFF position when the go-kart is at the stand without a driver.**

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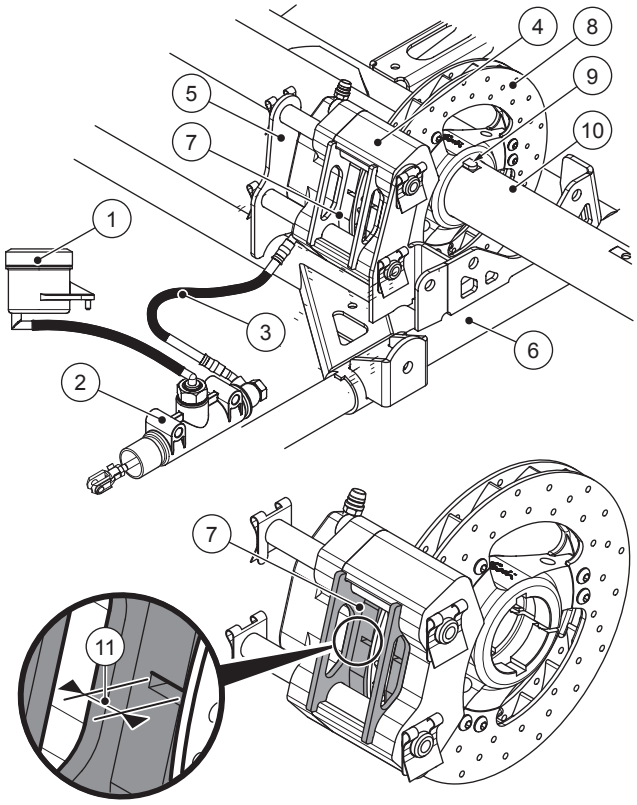
3 - Checking before cessions

3.1 - Braking



Legend

1 Reservoir
2 Master cylinder
3 Brake hose
4 Brake calliper
5 Support
6 Frame
7 Brake pad
8 Brake disc
9 Pin
10 Rear axle
11 Wear indicator

- Check that the brake fluid in the reservoir (1) of the master cylinder (2) is at the maximum level. If the level is low, fill to the upper level mark.
- Check the hoses (3) to hydraulic brake; it is essential there should be no leak. Carefully check hose connexions and replace if damaged. (Cf. chap. 4.1)
- Check the hoses are not damaged near the clamp.
- Check that the hydraulic brake calliper (4) is securely mounted on its support (5).
- Check that the brake pads (7) are in position in the calliper (4).
- Check the presence of the wear indicator (11) on the brake pads (7). If not found, replace the brake pads. (Cf. chap. 4.1).
- Make sure that brake disk (8) is wedged with an axle pin (9) and tightened onto rear axle shaft (10).

For replacement of brake parts, please refer to chapter adjustment and maintenance of the chassis, section brake (Cf. chap. 4.1).

- *It is imperative to check the braking system everyday: fluid, secure closure of the hydraulic brake pump container cap, fluid level, calliper tightening, brake pad fastening, break pad brake disk tightening and centring, mechanical contact between the pedal and master cylinder.*
- *If the brake fluid becomes black, drain the brake fluid and refill the braking system. (Cf. chap. 4.1).*

- **The brake is an essential safety element. Do not put the go-kart in operation if the break system is faulty or if you have a doubt.**
- **Faulty braking system may lead to a serious or even fatal injury.**
- **A leak in the brake system may lead to a loss of breaking power and may lead to a serious or even fatal injury.**
- **Do not put a greasy liquid on the brake disk or on the brake calliper; it may cause a significant loss of braking power, and may lead to a serious or even fatal injury.**
- **Using brake fluid other than DOT 4 may damage the seals in the break system, and cause a loss of braking power.**
- **Use brake fluid DOT 4 only.**

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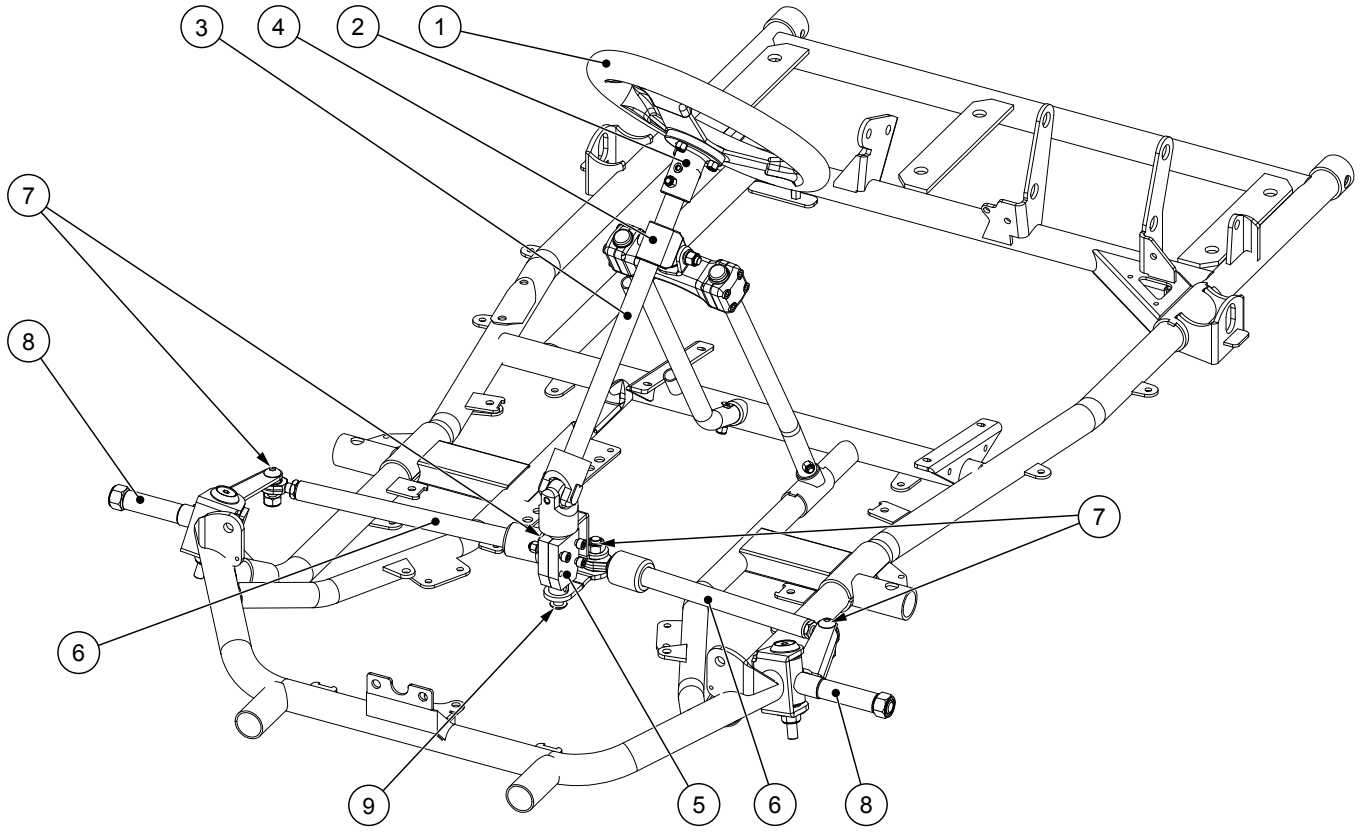
3.2 - Steering



Legend

1 **Steering wheel**
2 **Steering wheel sloping hub**
3 **Steering column**
4 **Plastic colomn support**
5 **Lower plastic column support**
6 **Tie rod**
7 **Ball joint**
8 **Stub axle**
9 **Screw**

- Tighten the steering wheel (1) with 3 screws into the steering wheel sloping hub (2). The sloping hub must be tightened to the steering column (3). The steering wheel must be free to turn ¼ turn to the right and to the left.
- Make sure that the screws of the column plastic support (4), the 3 screws of the flanged guides steering shaft (5), and the screw under the steering column (9) are securely tightened (25Nm).
- Mount the 2 tie rods (6) correctly on the stub axle (7) and the steering column (3) knuckle joints.
- Stubs axles (8) must be tightened to the chassis (60Nm) with axle screws and locking nut and the washer.
- The front wheel axle unit alignment must be perfect. There should be no pinching or unlocking of the front wheel axle unit.
- For front wheel axle unit alignment procedure refer to chapter: adjustment and maintenance of the chassis, section front wheel axle unit alignment. (Cf. chap. 4.4).

- *Damaged tie rods affect wheel alignment, and may cause a rapid tyre wear and increased driver's tiredness.*
- *The locking nuts and stub axle bolts must be jammed. The stub axle must be tightened to the correct torque specification to obtain correct allowance for free rotation around the axle. Accurate adjustment leads to steering precision and reduces driver's tiredness.*

► **Faulty steering may lead to a serious or even fatal injury. Check steering prior to cessions.**

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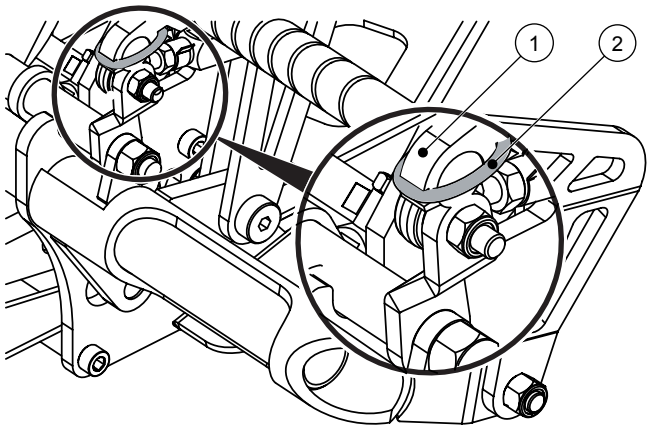
3.3 - Pedals

Driving in an ergonomic position is safer.



Legend
1 Brake security
2 Safety elastic

- Move pedals on several positions to check its functioning.
- Press and release the brake and throttle pedals to check that they go back to their original position.
- Check that brake security (1) is well placed, and the safety elastic (2) is on the brake security.
- Check the brake hoses, no leak in the system.

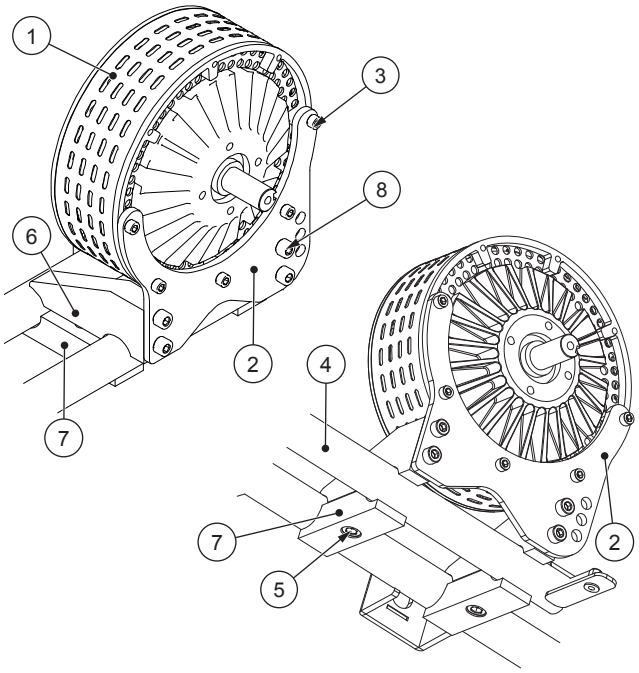
► A faulty pedal system may expose the driver to a risk of the driver and other drivers to a risk of serious or even fatal injury.

► Damaged of braking hoses may lead to a serious or even fatal injury.

3.4 - Engine, transmission, and batteries

► To limit the risk of electrocution, check that the go-kart is switched off and disconnected from the charger.

3.4.1 - Engine



Legende
1 Engine
2 Engine mount
3 Screw
4 Chassis
5 Screw
6 Upper engine flange
7 Lower engine flange
8 Screw

- Check that the screws (3) are holding the engine (1) securely on the engine mount (2).
- Check that the screws (8) are holding the upper engine flanges (6) securely on the engine mount (2).
- Check that the screws (5) are holding the engine flanges (6) and (7) securely to the chassis (4).

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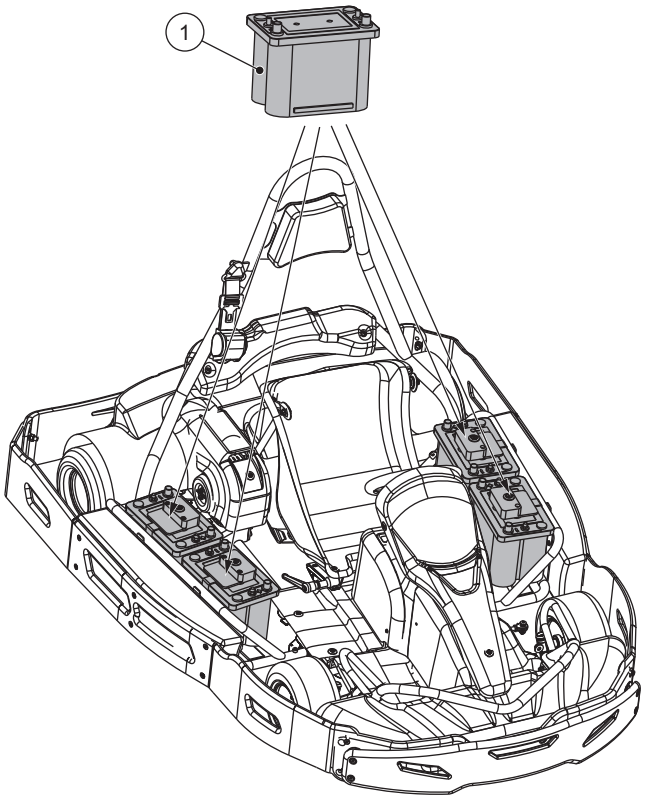
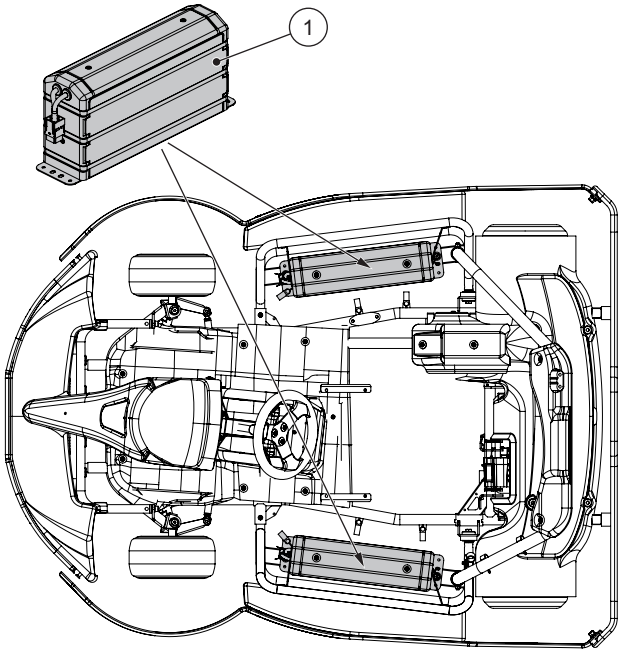
3.4.2 - EXIDE MAXXIMA 900DC batteries



Legend
1 Battery

- Check that the batteries (1) are correctly installed in the go-kart.
- Check that the battery lugs (1) are not damaged and that they are properly tightened.

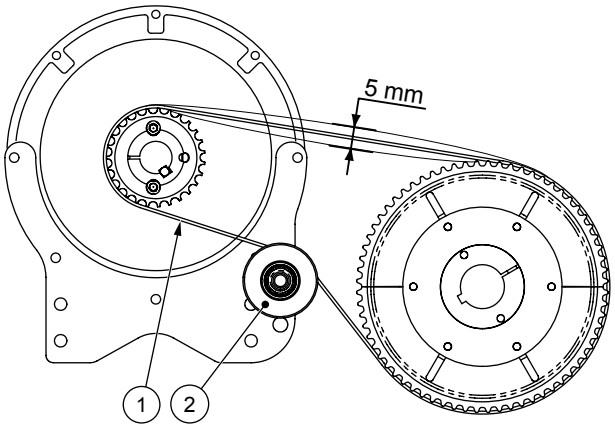
3.4.3 - LifePo4 batteries



Legend
1 Battery

- Check that the batteries (1) are correctly installed in the go-kart.
- Check that the battery connectors (1) are not damaged and that they are properly connected.

3.4.4 - Drive belt



Legend
1 Notched belt
2 Roller

- Check that the drive belt is tightened, and in a good state. It prevents mechanical damages.
- Tighten the notched belt (1) with the roller adjuster (2). The notched belt must have 5mm allowance.

For tension of the notched belt,(Cf. chap. 4.7).

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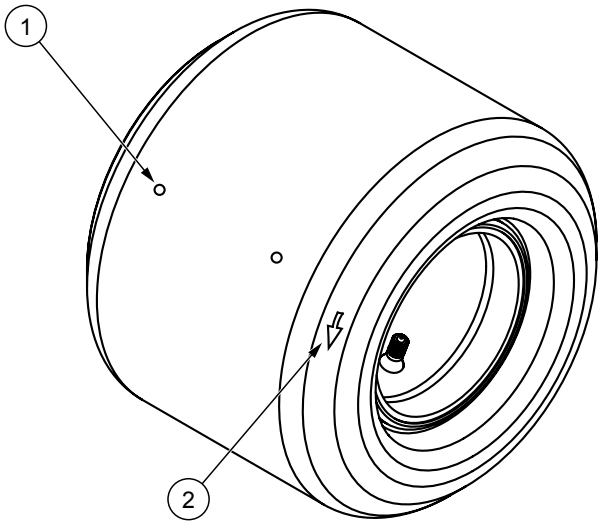
- *Tighten the notched belt daily. Good tension increases the lifetime of the belt.*
- *Replace any damaged belt to eliminate the risk of engine overspeed.*
- *An excessively tight belt can cause premature engine wear.*

- **The engine is source of heat which presents a risk of burn for the driver. Make sure that the protections are correctly secured and in a good state.**
- **The engine and transmission (rear axle included) are rotation parts which present a risk of serious, even fatal injury, by winding of long hairs or loosing clothes. Make sure that the protections are correctly secured and in a good state.**

3.5 - Tyre pressures



Legend
1 Wear indicator
2 Arrow (direction of rotation)

- Check the pressure of the front and rear tyres:

Duro tyre	
Front	2.5 bar
Rear	2.5 bar

Itaka tyre	
Front	2.5 bar
Rear	2.5 bar

- Check the tyres wear indicators (1). If any of indicators are not visible, replace the tyre.
- Carefully check the state of tyres if there are scrubbing or tears, replace them.
- Check the tyre rotation direction with the arrow (2) visible on the tyre wall.

For tyre replacement procedure, (Cf. chap. 4.8).

- *For best performance inflate tyres according to above mentioned pressures. Bad pressure leads to excessive wear of the tyres and degrades the go-kart's performance.*
- *Warning: Excessive wear of a tyre may be caused by a bad front wheel alignment.*
- *Use tyres with a grip adapted to your track.*

- **Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury.**
- **Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury.**
- **Never run with worn or damaged tyres: a burst of tyre may lead to a serious or even fatal injury.**
- **Always blow up tyre with the pressure recommended by the manufacturer.**
- **Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury.**
- **Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over.**
- **Store tyres in an appropriate area to prevent fire hazard.**

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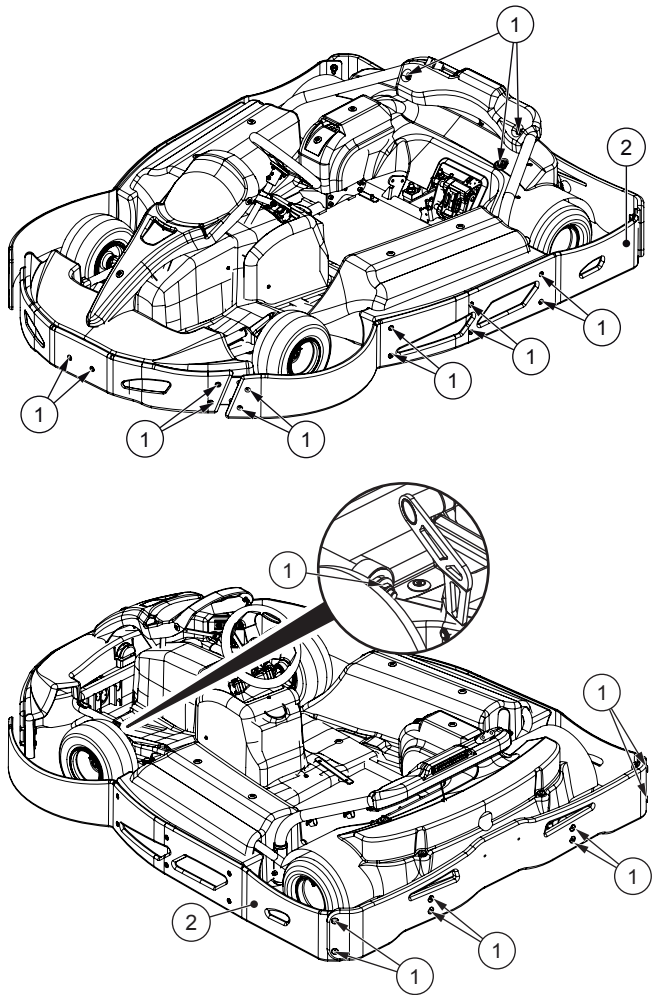
3.6 - Bodywork parts

The bodywork parts are essential safety components.

They protect the driver against:

- The rotating parts – risk of entanglement of long hair and loose clothes.
- The stability under impact - risk of lifting, etc.
- The hot areas - risk of burns.

- Check that the bodyworks parts are not damaged.
- Check the bodywork fixations (1).
- Check the state of protections (2).



Legend
1 Bodywork fixation
2 Protection

- *A screw head that protrudes outside the protections will rapidly degrade the other bodywork parts. Change the corresponding protection immediately.*

- **A rear axle cover which is badly secured or in a bad state may lead to a serious or even fatal injury, by winding of long hair or loose clothes around the rear axle.**
- **Make sure that the rear axle cover is the good version.**
- **A bodywork part with dangerous sharp edges may lead to a serious or even fatal injury.**
- **Never allow a go-kart to run with broken or missing bodywork parts, it may lead to a serious or even fatal injury.**
- **Operation of the pedals in forward position can be obstructed by a front shock absorber system in poor condition.**
- **Never modify an engine cowl or axle cover, because there is a risk of entanglement of the driver's loose clothing.**

3.7 - Bolting

Check all nuts and screws on the go-kart:

- Rear hub, wheel, rear hollow axle screws, seat screws, engine platen screws, body, braking, gas and brake pedal screws, steering screws, notched belt tension screws.

For adjustment and maintenance of the chassis, (Cf. chap. 4.10).

- *Check the engine platen screws regularly (because of engine vibration).*
- *Check the stub axle nuts and bolts with particular care.*

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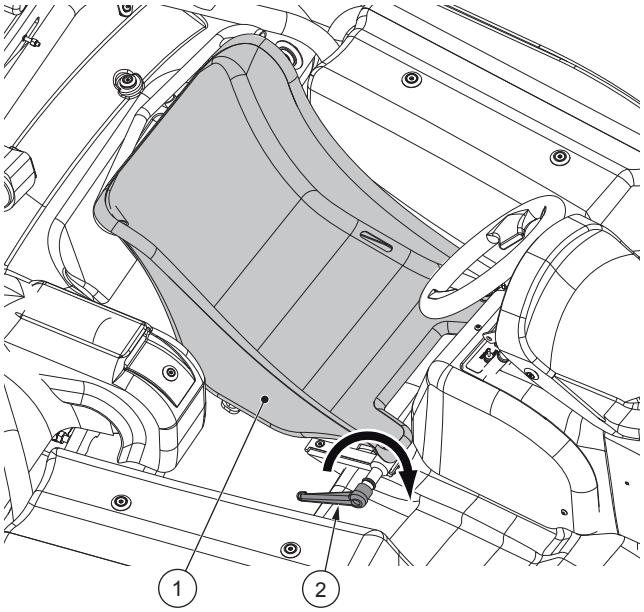
3.8 - Adjustable seat

This option allows driving in an ergonomic position, and improves safety. The tall and small people can sit comfortably.

3.8.1 - Adjustment of the seat



Legend
1 Seat
2 Lever

- Turn the locking lever (2) forward to unlock the seat (1).
- Move the seat (1) to adapt its position to the length of the legs.
- Turn the locking lever (2) backward to lock the seat (1).

- *Check the tightening of screws and nuts of the adjustable seat daily.*
- *Check the seat is locked before the go-kart operates.*

- **A loosened adjustable seat can result in serious bodily injury or death.**
- **An adjustable seat system that is faulty or in bad state can result in serious or bodily injury or death.**
- **Never adjust the seat whilst driving.**
- **Adjustments must be made by track personnel before you start out.**

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4 - Adjustment and maintenance of the chassis

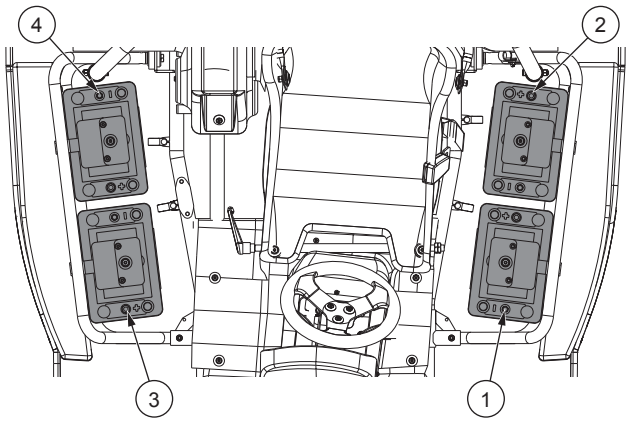
Use the sheets included at the end of user maintenance guide, to control and follow the maintenance of the go-kart.

WARNING

The batteries must be disconnected before carrying out any inspection or maintenance on the go-kart.

- **Wear insulating gloves and goggles for all operations on the electrical circuit.**
- **Never short-circuit the batteries. This could cause an explosion, fire, or a serious or even fatal accident.**

EXIDE MAXXIMA 900DC batteries

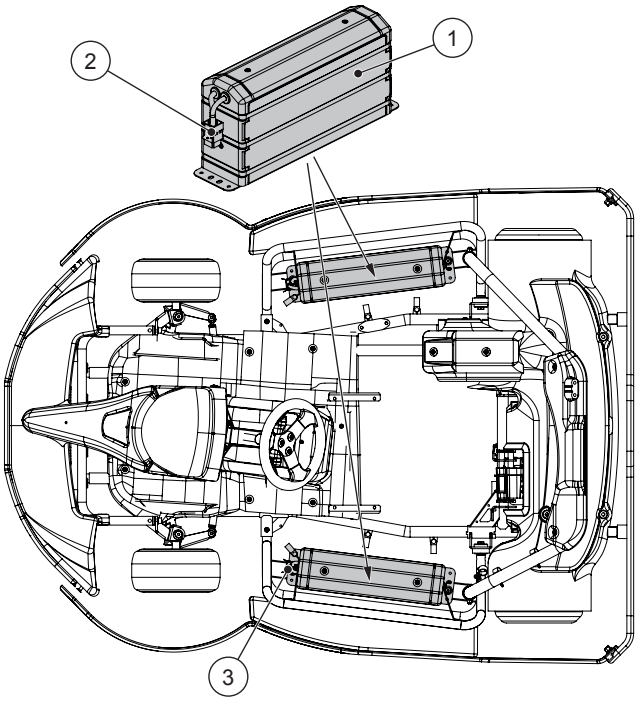


Legend
1 Terminal 1
2 Terminal 2
3 Terminal 3
4 Terminal 4

- Disconnect the shunt cable on terminal (1) of the front left battery, and then the shunt cable on terminal (2) of the rear left battery.
- Disconnect the shunt cable on terminal (3) of the front right battery, and then the shunt cable on terminal (2) of the rear right battery.

- **To perform this operation, use insulated spanners only.**
- **No not use tools whose insulating coating is cracked, nicked, or otherwise damaged.**

LifePo4 batteries



Legend
1 Battery
2 Connector
3 Left-hand battery connector

- Disconnect the connector (2) from the battery on the left-hand side of the go-kart (3) (Cf. chap. 2.5.1).

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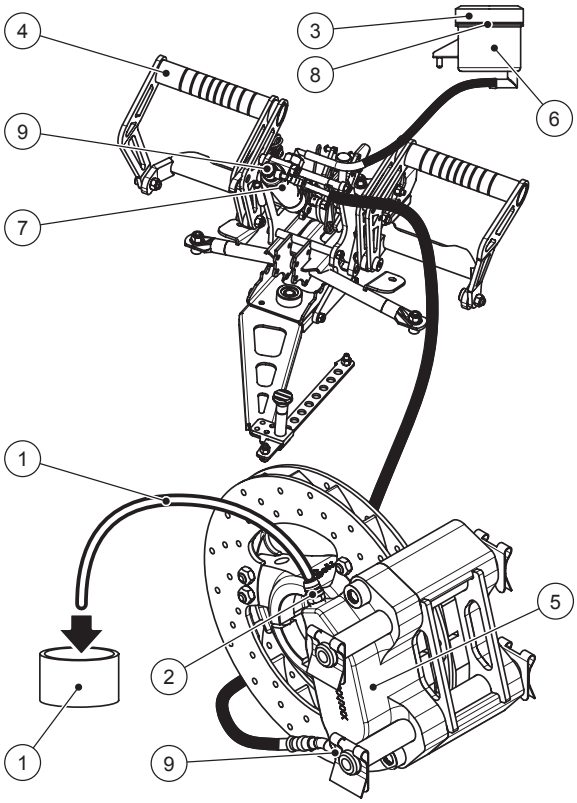
4.1 - Braking

4.1.1 - Brake fluid



Legend

1 **Hose and container**
2 **Bleeder screw**
3 **Filler cap**
4 **Brake pedal**
5 **Calliper**
6 **Brake fluid reservoir**
7 **Master cylinder**
8 **Retaining ring**
9 **Banjobol**

- Lift the front of the go-kart. The container must be higher than the brake calliper.
- Use a hose and a container (1) to collect the used fluid.
- Remove the protective cap from the bleeder screw (2) and then place the hose on the bleeder screw. The other end of the hose should be placed in an empty container.
- Gently unscrew the bleeder screw and the filler cap (3).
- Repeatedly press the brake pedal (4) until all the fluid has drained out.
- When all the fluid has been drained, remove the filler cap (3) and top up to the maximum level with brake fluid.
- Tighten the bleed screw (2), and then press the brake pedal (4) three or four times. Loosen the bleeder screw (2). Brake fluid should flow out. Tighten the bleeder screw, repeat this procedure several times to ensure the system is completely full of fluid. Remember to top up the brake fluid in the reservoir (6) as it feeds the master cylinder (7) and calliper (5). Bleed the circuit so that the brake fluid flowing out of the hose (1) contains no air bubbles.
- Retighten the calliper bleed screw (2), remove the pipe (1) and reapply the protective cap.
- Refill the master cylinder tank (6) with fluid up to the maximum level and tighten down the filler cap (3) and seal (8).
- To change the brake hose connexions, unscrew the 2 banjobols (9) and screw the new brake hose connexions.

- *Correct replacement of brake fluid keeps brake parts closer to their original state and improves braking.*
- *To bleed your brake system more rapidly, especially for a big fleet, we recommend the priming system SODIKART (Ref. OU951.002).*
- *Store old brake liquid in a dedicated tank.*
- *The brake liquid doesn't contain petrol, so never pour the liquid into a using oil tank.*
- *Brake fluid absorbs water. Make sure the replacement brake fluid comes from a container that has been stored in good conditions and is recent.*

- **An air bubble in the brake system can lead to a partial or total lost of brakes and may lead to a serious or even fatal injury.**
- **Leaks in the brake system may lead to a serious or even fatal injury.**
- **Moisture in the brake fluid may cause vapour lock and a sudden loss of braking power, may lead to a serious or even fatal injury.**
- **Use brake fluid DOT 4 only.**
- **Altering the adjustment of the brake system levers may cause a loss of braking.**

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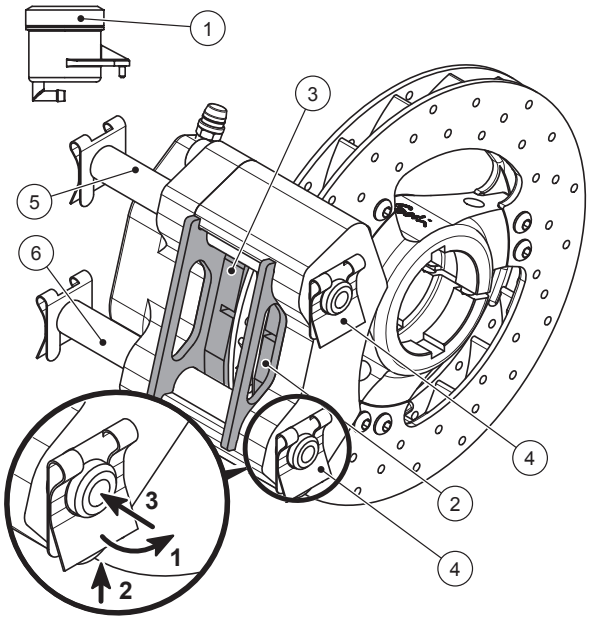
4.1.2 - Brake pads

The brake pads must be changed, when their have worn down to minimum thickness.

- Minimum brake pad thickness: 8 mm (4 mm lining + 4 mm steel support).
- Minimum brake disc thickness: 17 mm.



Legend

1 Brake fluid reservoir cap
2 Right pad
3 Left pad
4 Retaining clip
5 Upper guide stem
6 Lower guide stem

- Unscrew and remove the brake fluid filler cap (1). Wrap a dry rag around the neck of the filler to prevent spillage.
- Using your hand push back the left-hand pad (3) to return the piston in their initial positions. The brake fluid will rise several millimetres in the tank.
- Remove the retention pins (4) from the brake pad guide stems (5) and (6).
- Remove the 2 stalk of guide (5) and (6) and remove both worn plaques of brake.
- Insert the new pads taking care to position them correctly.
- Hold the two pads in position and slide the two guide stems (5) and (6).
- Check that the clips (4) are in good condition, and then engage them.
- Check that the clips (4) are properly engaged.
- If the brake fluid is above maximum level, partially bleed the system, top up and replace the filler cap with its sealing ring.
- Test the brake before to rent the go-kart.

- *Double-check that the clips (4) are properly engaged.*
- *Ensure that the pads are in the correct position.*
- *It is strongly advised to bleed and renew the braking circuit after each change of brake pads. The go-kart will have optimum braking performance.*

- **Never operate the go-kart if the brake pads have worn beyond their permitted limits.**
- **Use only genuine SODIKART brake pads.**
- **Make sure the pads are assembled correctly and that the braking system is working efficiently before operating the go-kart.**
- **Check brake pad wear daily.**

4.1.3 - Brake fluid hoses

The brake fluid hoses are a critical safety element, it is very important to check their state regularly.

- Check the state of the hoses especially at connecting points and fixation points.
- Change damaged hoses.

- **The brake is an essential safety element. Do not put the go-kart in operation if the break system is faulty or if you have a doubt.**
- **Faulty braking system may lead to a serious or even fatal injury.**
- **Check connexions of hoses, no leak.**
- **Use brake fluid DOT 4 only.**

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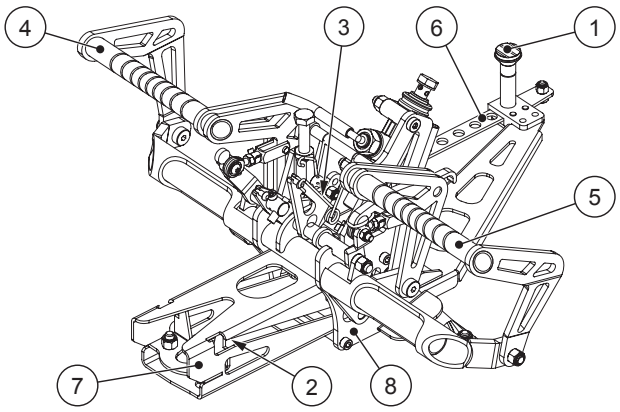
4.2 - Pedals

Driving in an ergonomic position is safer.

Adjustable pedals provide better ergonomics. It is very important to check the state of the pedal system daily.



Legend

1 Indexing button
2 Slide
3 Return spring
4 Throttle pedal
5 Brake pedal
6 Engine mount
7 Central box
8 Pedal support

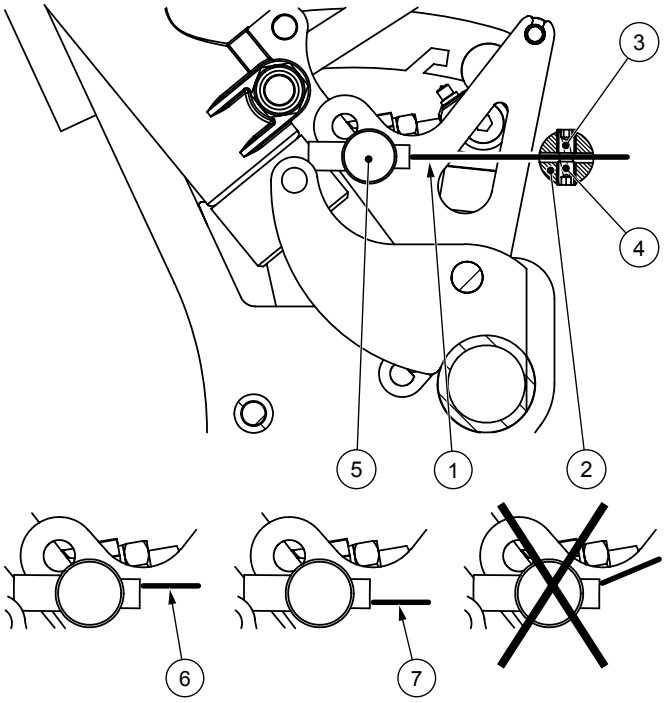
- Lift the thumb screw (1) and slide it to different positions.
- If the pedals do not slide or are stiff, check that the slides (2) are not obstructed.
- Press the pedals and release them.
- If pedals do not go back, check the state of the springs (3).
- Check the pedals (4) activate throttle and brakes (5) correctly.
- Check the tightening of pedals.

The using parts of pedal can be directly change on the pedal assembly except the central case of pedals (7) and the pedals support (8). More detail on the pedal assembly on the corresponding spare parts catalogue.

- *It is essential to check the pedals every day in order to prevent accidents.*
- *Before the go-kart operates, check the thumb screw (1) is inserted in the plate (6).*
- *Check that the pedals are not held up by the front spoiler when the pedalboard is in a forward position and the pedals are pushed in the maximum position.*

- **A faulty pedal system may lead to a serious or even fatal injury.**
- **The functioning of pedalboard in a forward position may be held up by an absorption system in a bad state.**

4.3 - Throttle cable change



Legend

1 Throttle cable
2 Cable adjuster
3 Upper screw
4 Lower screw
5 Sheath end
6 Rest position
7 Full-throttle position

- Place the ON/OFF button in the OFF position and set the mode switch to STOP. Disconnect the charger from the go-kart.
- Put the pedals on back position.
- Loosen the superior screw (3) to release the used throttle cable.
- Remove the used throttle cable.
- Pass the new throttle cable (1) in the throttle cable sheath, then in the cable tightener (2).
- Check that the end of inferior screw (4) is tangent of cable hole.
- Tighten the throttle cable with the superior screw (3).

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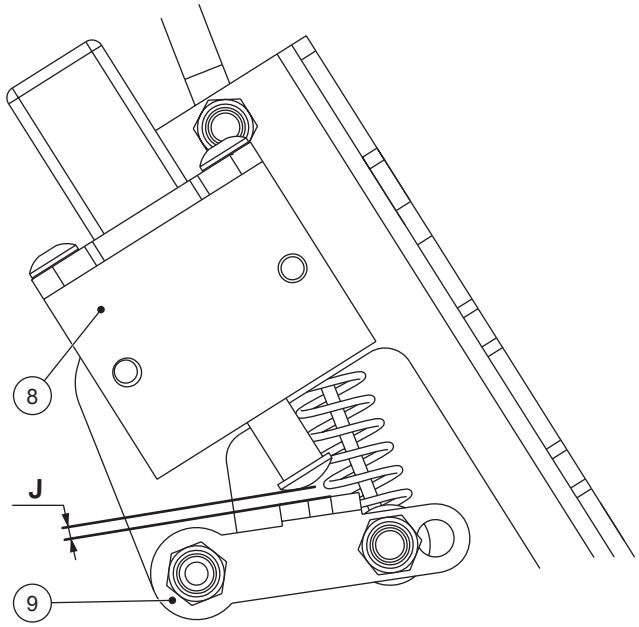


Legend
8 Potentiometer
9 Push rod

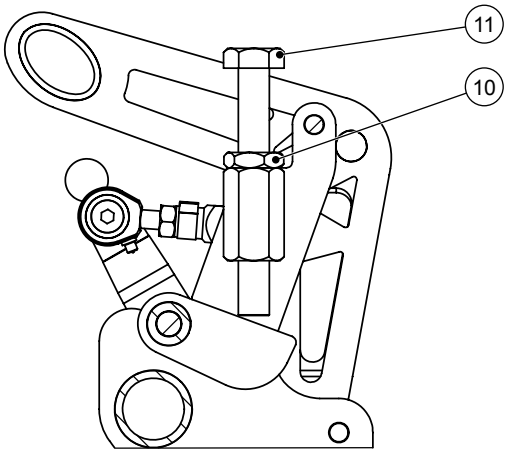
- The clearance, J, between the potentiometer and the push rod must be between 0.5 and 1 mm.
- Check the tightness and orientation of the sheath end (5) (Refer to the sketch).
- Actuate the accelerator pedal to control the position of the potentiometer in fast and stopped position.

- *If the potentiometer does not return to the rest position when the brake pedal is released, the go-kart will go into fault condition.*

4.3.1 - Clearance adjustment

- Loosen the upper screw (3).
- Slightly loosen or tighten the accelerator cable (1) to obtain the correct clearance, and then retighten.
- Move the pedals through several positions to check that the potentiometer remains in the rest position.

4.3.2 - Adjusting the potentiometer travel



Legend
10 Locknut
11 Screw

- Disconnect the potentiometer (8) from the go-kart.
- Connect a multimeter to the ohmmeter position on the potentiometer plugs.
- Press the accelerator pedal fully home. The multimeter should indicate 4 to 4.5 ohms.
- To adjust the pedal travel, loosen the locknut (10).
- Adjust the pedal travel using screw (11) until the correct value is obtained on the multimeter.
- Tighten the locknut (10), remove the multimeter, and reconnect the go-kart harness.

- *Check the tension of the throttle cable daily.*
- *Check that the throttle cable adjuster is well directed to avoid a premature wear of the throttle cable.*

- **Adjusting the potentiometer to maximum speed position when the accelerator pedal is released can lead to a serious, or even fatal, accident.**
- **Remove power from the go-kart before performing any servicing. To do this, place the ON/OFF button in the OFF position, and disconnect the go-kart from the charger.**

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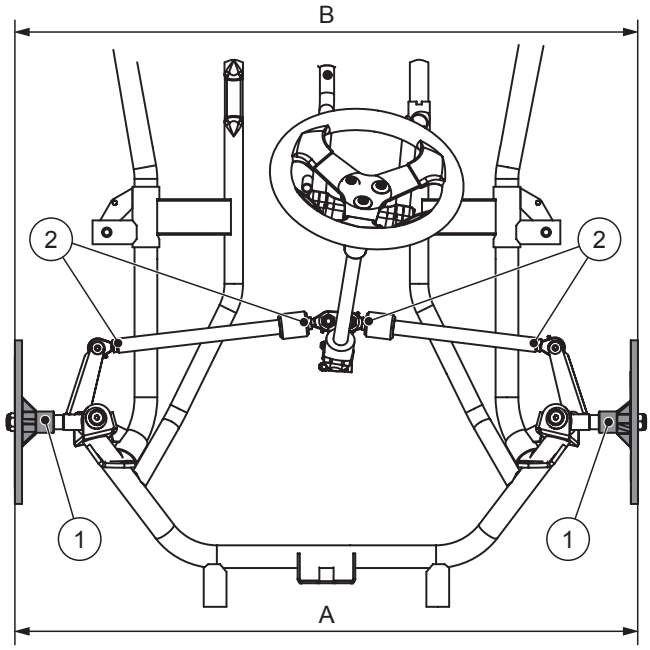
4.4 - Front wheel alignment



A = B

Legend
1 Wheel alignment disc
2 Tie rod nut and lock nut

- Place the go-kart on a trolley.
- Unscrew and remove the locking nuts of the wheels with the proper size wrench.
- Once the wheels are removed, place the front wheel alignment disk (1).
- Unscrew the lock nuts (2) of the 2 tie rods with the proper size wrench. Warning: lock nut of tie rod side is a righthand thread; lock nut of steering column side is left-hand thread.
- Position the upper branch of the steering wheel in the gokart axle.
- Measure A and B with a roll meter. Then if necessary make the modifications so that A=B, by turning at the same time the right and left tie rods in the wished direction.
- When A=B the front wheel axle unit alignment is perfect. Screw back again the lock nuts (2) of the 2 tie rods.
- Remove the front wheel adjustment disk (1) and replace right and left wheels. Make sure you follow the rotation direction showing on the tyre wall.
- Screw back again the 2 nuts for wheels, tighten securely, then unscrew the nuts 1/4 turn in order not to compress the wheel ball bearing.
- Check that each knuckle joint is screwed at least rotations in the tie rod.

The front wheel must be always parallel (A - B = 0).

- *Retighten both locknuts on each tie rod until locked.*
- *After any wheel adjustment or violent impact, always carry out wheel alignment procedures.*
- *Bad alignment may cause excessive wear of the front tyres.*
- *Bad alignment reduces cornering ability of the go-kart.*

- **Never drive the go-kart with the wheels not tightened, as this may lead to a serious or even fatal injury.**
- **Do not drive with bent or broken tie rods, it exposes the pilot to a risk of a serious, or even fatal injury.**

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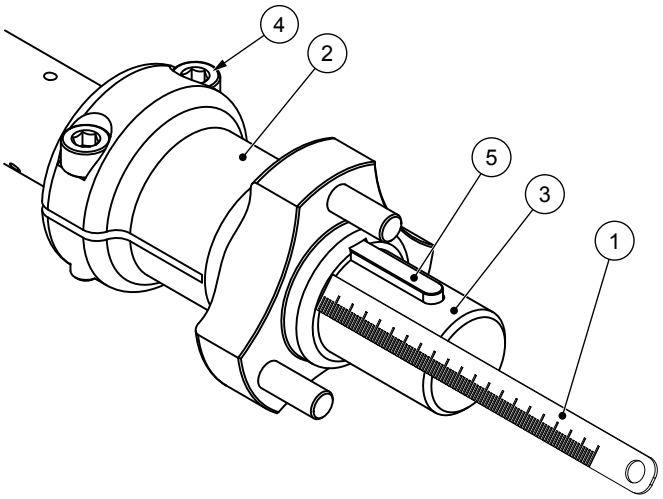
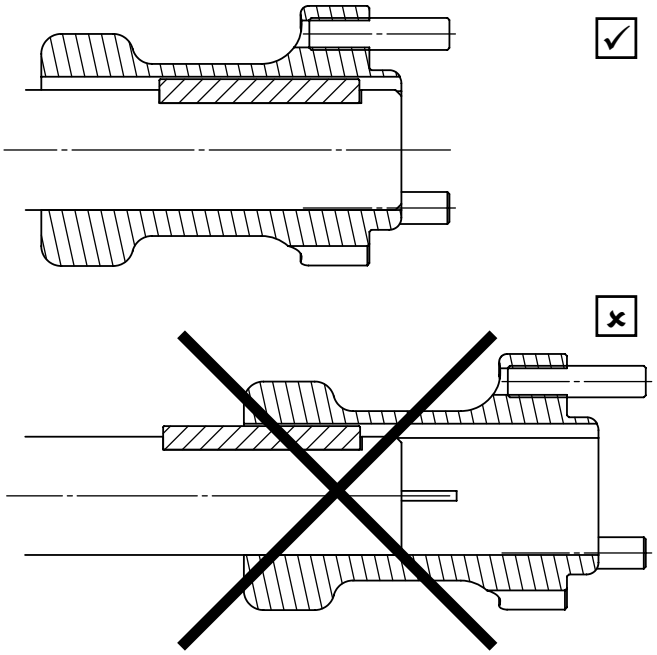
4.5 - Rear wheel axle unit adjustment



Legend
1 Ruler
2 Hub
3 Axle
4 Screw
5 Pin

- Place the go-kart on a trolley.
- Unscrew the nylstop nuts from the rear wheels with the proper size wrench, and then remove wheels.
- Using a rule (1) or any depth gauge, measure between the hub base (2) and the top of the axle (3).
- Undo the CHC screws (4) of the rear hub with an appropriate wrench until the hub can slide along the axle shaft and cotter pin (5).
- Move the hub (2) to the desired position with the rule (1) in place against the hub base (2).
- Retighten screws securely, repeat the operation on the other hub.
- Replace both wheels following the rotation direction indicated on tyre wall. Replace locknuts (nylstop) and tighten securely..

4.5.1 - Position of hub on axle



- *Accurate adjustment of the rear axle assembly will greatly improve the go-kart performance.*
- *Too wide an adjustment of rear wheels causes a tendency to slide and too narrow an adjustment will cause a tendency to jump.*
- *Check the cotter pin of hub and rear axle are in their slotted home.*

- **Driving with badly tightened wheel screws may lead to a serious or even fatal injury.**
- **Exceeding the maximum rear wheel unit adjustment may cause the breaking of the hub, and may lead to a serious or even fatal injury.**

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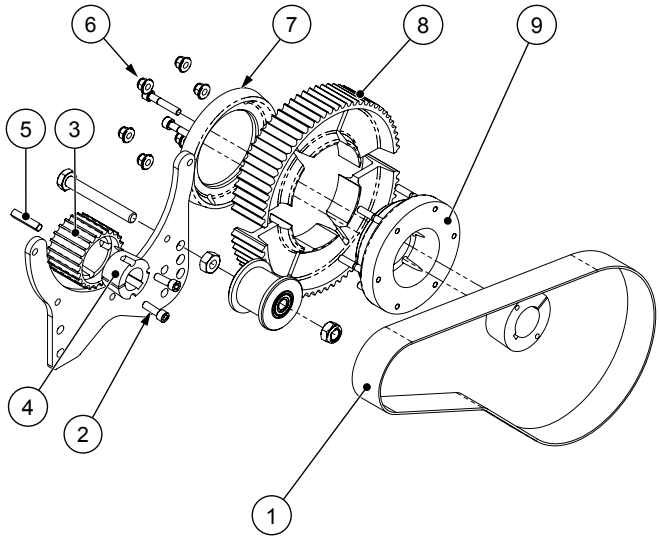
4.6 - Easy-to-remove wheel sprocket



Legend
1 Belt
2 Screw
3 Sprocket
4 Engine sprocket holder
5 Pin
6 Nut
7 Conical flange
8 Half sprocket
9 Conical rear sprocket holder

- Place the go-kart on a trolley.
- Remove the rear axle cover.
- Loosen the belt (1) and remove(Cf. chap. 4.7).

4.6.1 - Removing the engine spocket

- Loosen the two screws (2) from the sprocket (3).
- Insert a screw into the 3rd hole of sprocket holder (4).
- Tighten to extract the sprocket holder (4) - it frees the sprocket (3).
- Clean the cotter pin (5) and the axle.
- Place a drop of green Loctite with activator in the groove of the engine pin.
- Position the pin (5) on the edge of the shaft, and wipe off any excess Loctite.
- Tighten the two screws (2) on the sprocket to 10 Nm.
- Tighten the cotter pin (5) with a Rilsan tape.

4.6.2 - Removing the belt sprocket

- Unscrew the 6 Nylstop nuts (6).
- Extract the conical flange(7).
- Take out the half rear sprockets (8).
- Place the news half rear sprockets (8) in the conical sprocket hub (9).
  IMPORTANT: match them correctly, so that a full tooth or hollow is obtained when putting the two parts together. If the match is not correct, turn one of the half belt sprocket.
- Place the conical flange (7) on the stud of the conical sprocket hub (9).
- Tighten the 6 nuts (6) at 20Nm.

- *Check the alignment of the belt. Bad alignment reduces lifetime of the belt.*
- *A belt with irregular wear is a sign of bad alignment.*
- *Check the state of the belt daily.*
- *Check daily the state of engine sprocket and belt sprocket, since a damaged transmission reduces power and exposes to a risk of damaging the engine.*
- *Check that the engine sprocket is centred on the tensioning roller. The offset between the outer faces of the sprocket and the roller must be equal on the left and the right.*

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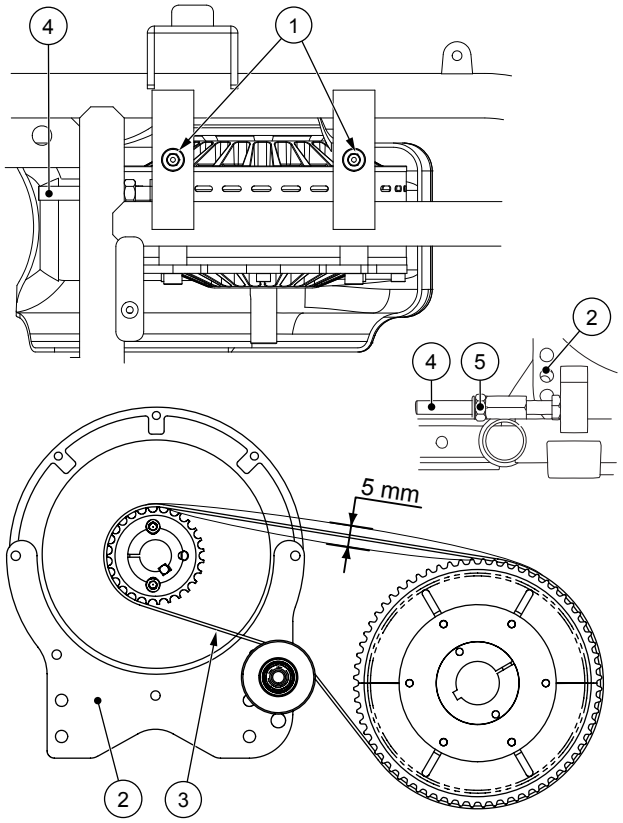
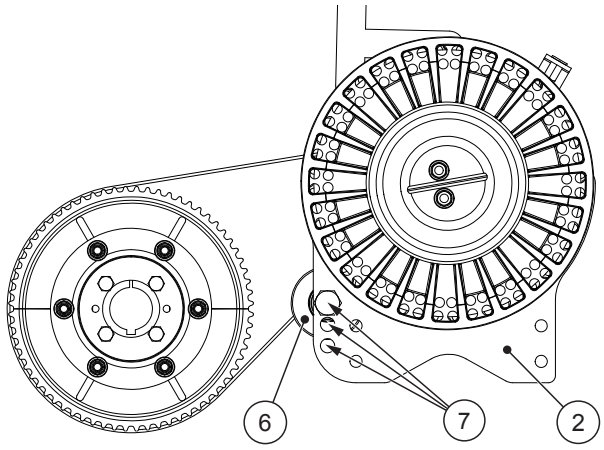
4.7 - Drive belt adjustment



Legend
1 Screw
2 Engine mount
3 Belt
4 Adjustment screw
5 Nut

- Place the go-kart on a trolley.
- Loosen but do not remove the screws (1) of the engine mount (2) using a spanner of the appropriate size.
- Pull the engine mount (2) by hand to place tension on the belt (3).
- Loosen the nut (5).
- Adjust the adjustment screw (4) to obtain 5 mm belt clearance.
- Tighten the screws (1) on the engine mount (2). Check the belt clearance (5 mm).
- Check that the adjustment screw (4) is in contact with the engine mount (2).
- Tighten the nut (5).



Legend
6 Roller
7 3 settings

- *The roller (6) can have 3 different positions on the engine mount (2) according to the gear ratio and the belt tension.*
- *Check belt tension daily to ensure long service. Too tight a belt fatigues the engine and the frame.*
- *Too tight a belt fatigues the engine and the frame.*

- **An excessively tight belt can damage the engine bearings.**
- **The use of an unsuitable gear ratio for the track or running the engine at too low a speed can cause engine overheating and damage.**

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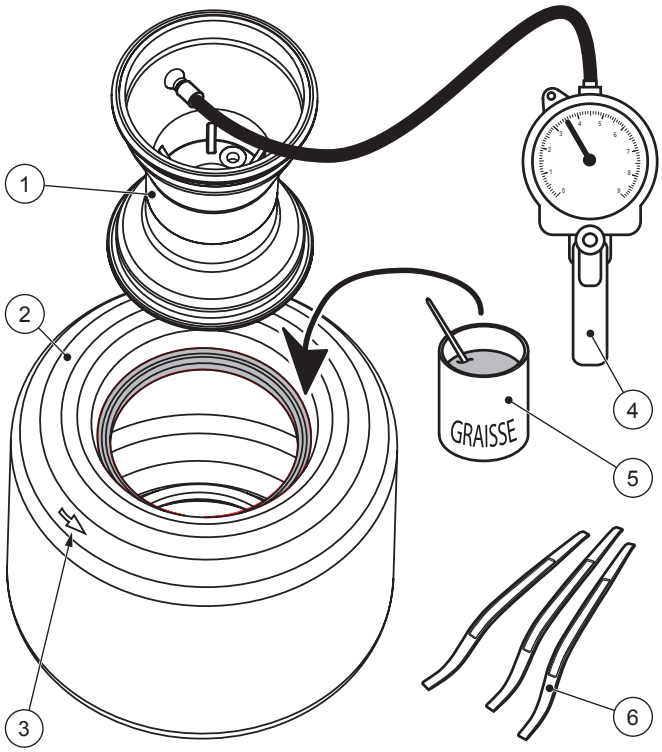
4.8 - Tyres change



Legend
1 **Rim**
2 **Tyre**
3 **Direction of rotation**
4 **Inflation system**
5 **Grease**
6 **Tyre iron**

- Place the go-kart on a trolley.
- Remove the front wheel or rear wheel with the proper size wrench.
- Place the wheel on a tyre remover (Available on the ITAKA catalogue).
- When the tyre (2) is detached on both sides, remove it completely using tyre irons (6) (available in the ITAKA catalogue).
- Take the new tyre and grease the tyre in order to make assembly and removal easier.
- Replace the tyre (2) on the valve side of the wheel rim (1) ensuring the correct rotation direction.
- Once the tyre is correctly positioned, inflate with a compressed-air line to a pressure of 3.5 bar so that the walls make a good seal with the wheel rim. Then deflate to recommended pressures.
- Reinstall the wheel on the go-kart.
- Check the tightening torque of the mounting nut.

- *Always change the whole set whenever a tyre is changed (fronts, rears, or all the set).*
- *Always place the tyres so that they rotate in the direction indicated on the tyre wall.*
- *Never inflate the tyres more than 4 bars.*
- *Excessive wear of tyres can be result from bad front wheel axle unit alignment.*
- *Use tyres with a grip adapted to your track..*

- *Give worn tyres at a specialist of tyre treatment according to local environmental regulation.*

- **Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury.**
- **Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury.**
- **Never run with worn or damaged tyres: a burst of tyre may lead to a serious or even fatal injury.**
- **Always blow up tyre with the pressure recommended by the manufacturer.**
- **Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury.**
- **Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over.**
- **Store tyres in an appropriate area to prevent fire hazard.**

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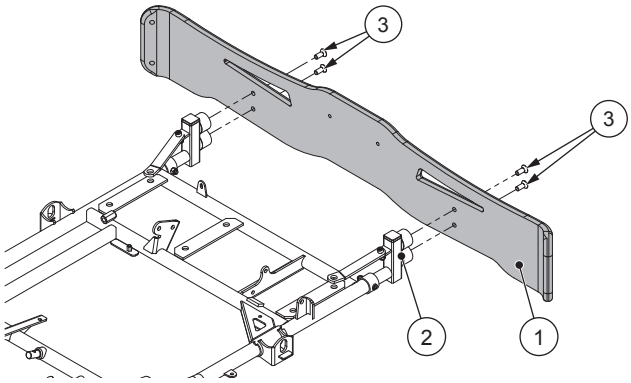
4.9 - Assembly of the bodyworks and protections

- *Check carefully that screws are tightened and do not protrude out of the protections.*
- *Check that no bodywork component rubs on the ground, causing premature wear of the bodywork.*

- **A bodywork part with dangerous sharp edges may lead to a serious or even fatal injury.**
- **Never allow a go-kart to run with broken or missing bodywork parts, it may lead to a serious or even fatal injury.**
- **Do not modify bodywork parts, you might unwillingly significantly reduce it's efficiency as a safety item.**

4.9.1 - Protections

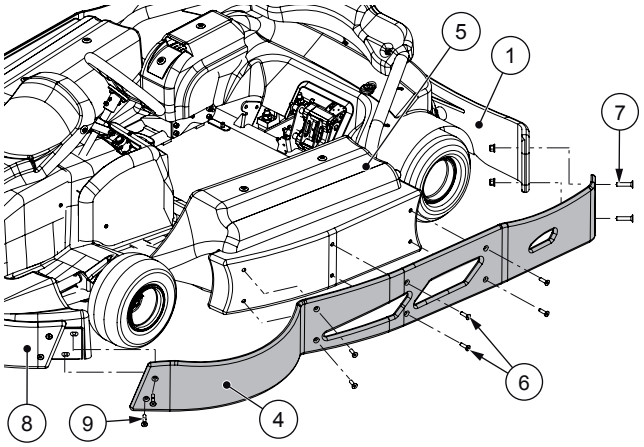
Step 1



Legend
1 Rear bumper
2 Shock mount
3 Screw

- Place the chassis on a trolley.
- Place the rear bumper (1) on the shock mounts (2).
- Tighten with 4 screws (3).

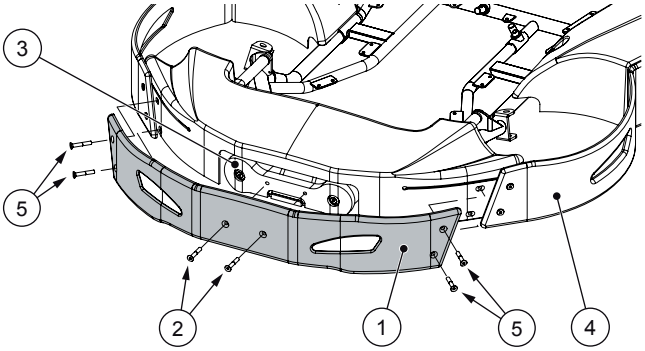
Step 2



Legend
1 Rear bumper
4 Side protection
5 Side pod
6 Screw
7 Screw
8 Spoiler
9 Screw

- Place the side protection (4) on the side pod (5) and the rear bumper (1).
- Secure the side protection (4) to the side pod (5) using the six screws (6) and the mounting flange plates. Secure it to the rear bumper (1) using the two screws (7). Secure the front part of the side protection (4) to the spoiler (8) using the screws (9).

Step 3



Legend
1 Front protection
2 Screw
3 Support
4 Side protection
5 Screw

- Place the front protection (1) on the support (3) using the screws (2).
- Tighten both ends of the front protection (1) with the two side protections (4) using the four screws (5).

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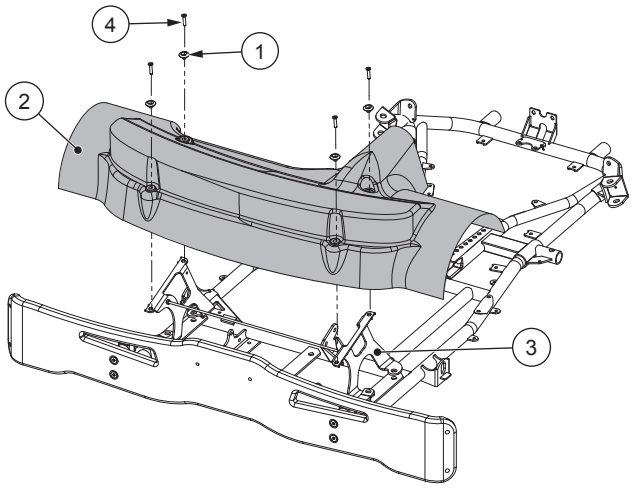
4.9.2 - Bodyworks

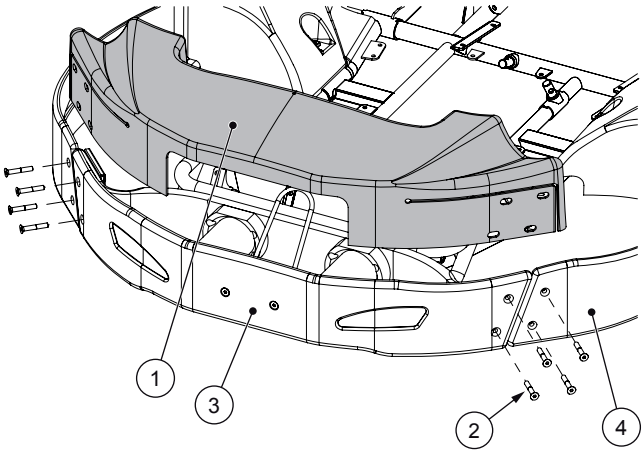
Step 1



Legend
1 **Cup washer**
2 **Axle cover**
3 **Support**
4 **Screw**

- Place the chassis on a trolley.
- Place the cup washers (1) on the axle cover (2).
- Place the axle cover (2) on these supports (3).
- Tighten with 4 screws (4).

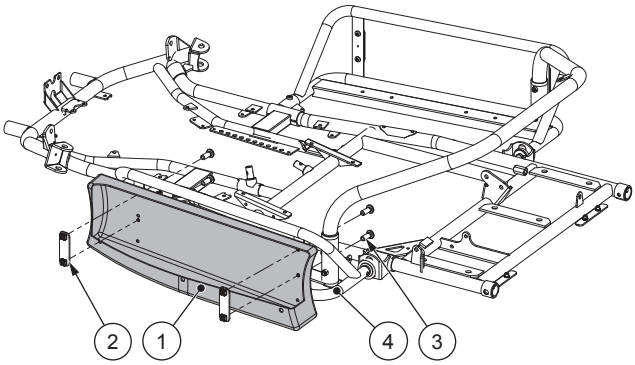
Step 2



Legend
1 **Spoiler**
2 **Screw**
3 **Front protection**
4 **Side protection**

- Place the spoiler (1) against the front protection (3) and the side protections (4).
- Tighten the assembly using the screws (2).

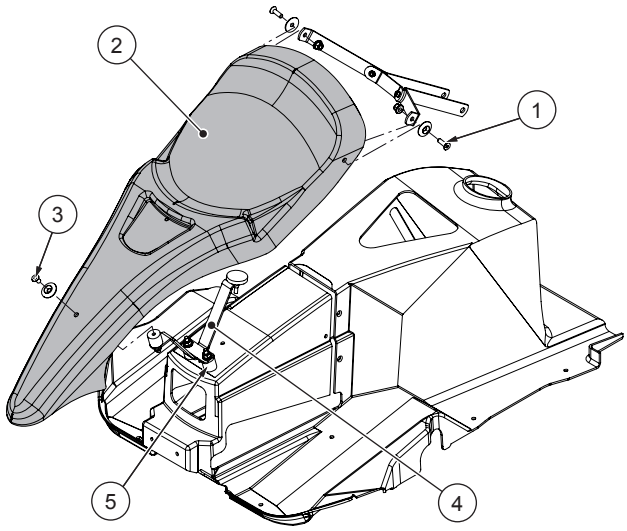
Step 3



Legend
1 **Side pod**
2 **Side pod mounting flange plate**
3 **Screw**
4 **Chassis**

- Place the side pod (1) on the chassis (4).
- Pass the 2 side pod mounting flange plates (2) through the hole located below the side pod (1).
- Tighten the assembly using the 4 screws (3).

Step 4



Legend
1 **Bolt**
2 **Nassau panel**
3 **Screw**
4 **Support**
5 **Shock mount**

- Release the nassau panel (2) from the support (4) using the two screws (3).
- Loosen the bolts (1).
- Remove and replace the Nassau panel.
- Reassemble this assembly by applying the disassembly steps in reverse order.

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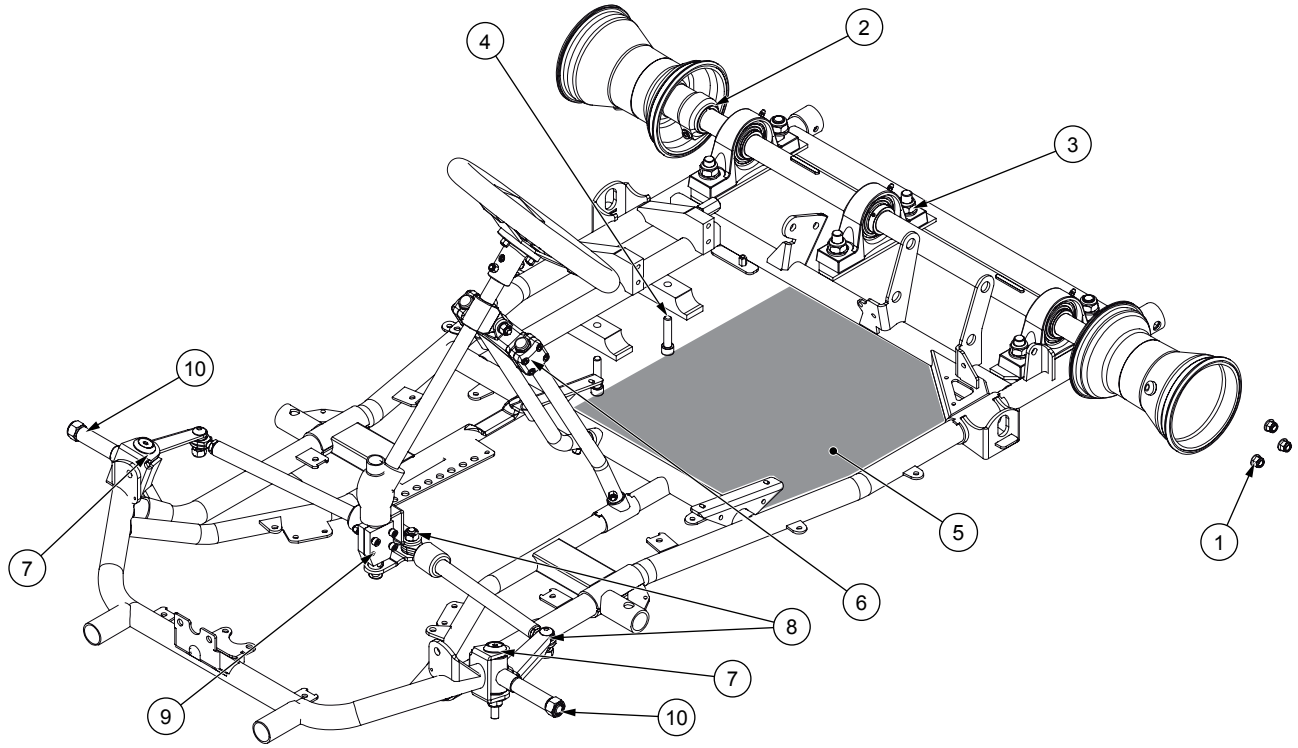
4.10 - Bolting

Change nuts and bolts if damaged.

► Although the safety points listed here must be checked daily, it is obvious that other fastenings must not be ignored.Indeed it is advised to check all fastenings almost daily to minimise all risks.

4.10.1 - Check points



Item	*Description*	*Qty*	*Tightening*
1	Wheel nylstop nuts	6	25 Nm
2	Screws CHC of hubs	4	40 Nm
3	Screws for bearings	6	50 Nm
4	Screws and nylstop nuts for engine platen	2	60 Nm
5	Screws and nuts for seat (adjustable seat)	12	-
6	Screw and nuts for plastic colomn support	1	25 Nm
7	Screws and nuts for stub axles	2	60 Nm
8	Screws and nuts for tie rod knuckle joint	4	67 Nm
9	Lower plastic column support screw and nut	1	40 Nm
10	Screws for stub axles	2	Tighten them, then unscrew of ¼ rotation.

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4.11 - Batteries

- *Batteries contain environmentally hazardous substances. They must not be disposed of with domestic waste, but in accordance with the regulations in force. For further information, refer to the instructions for the new battery.*

4.11.1 - Battery marking

It is recommended that the batteries of each go-kart should be identified as a set of batteries.

EXIDE MAXXIMA 900DC batteries

The marking can be performed as follows:

- One letter per set of batteries with the date of entry into service: A01.01.2010.

- *All batteries on a go-kart must have the same markings.*
- *Never mix batteries from different sets.*

LifePo4 batteries

The marking can be performed as follows:

- One letter per set of batteries with the date of entry into service: A01.01.2010

- *All batteries on a go-kart must have the same markings.*
- *Never break up battery sets that have been created.*

4.11.2 - Working life of the batteries

Battery life depends on their conditions of use.
The more the batteries are used, the more their performance characteristics deteriorate.

The first sign of battery weakness is that a go-kart covers less distance between two charging cycles.

- Check that there is no problem in the electrical circuit of the go-kart.
- Test the batteries using a battery tester.
- If you have no battery tester, drive the go-kart until it slows down.

- **To limit the risk of deep discharge and destruction of batteries, never allow a go-kart to become fully discharged.**
- **To limit the risks of engine overheating, never use one go-kart to push another, and never accelerate when the go-kart is blocked (wall, track guard, etc.).**
- **To limit the risks of discharge, check after each session that the go-kart's on/off button is set to OFF.**
- **Between sessions and at night, never store go-karts in an area exposed to rain or at a temperature below 5°C.**

EXIDE MAXXIMA 900DC batteries

- As soon as the go-kart slows down, switch off the gokart and return it to the stand. After 3 minutes, use a voltmeter to measure the voltage at the terminals of each battery, and write it down.
  - If the potential difference between the four batteries is less than 0.5 V, you may continue to use the go-kart.
  - If the potential difference between the four batteries is greater than 0.5 V, replace the set of batteries.
- You can create new sets of batteries by combining batteries of the same age (put in service on the same date) and similar voltage (below 0.5 V).
- Identify the new assemblies created.

- *Do not mix new batteries with batteries already in use.*
- *To maintain the battery charge level at 100%, charge the batteries all night long on alternate nights.*
- *If one or more batteries of a go-kart are completely discharged or their voltage is below 10 V, or if the voltage of the whole set of batteries is below 40 V, recharge the batteries using a conventional charger up to a voltage of 12 V before using the ZIVAN charger.*

LifePo4 batteries

- LifePo4 battery charging periodicity: 10 minutes driving, 10 minutes charging.

- *Below 0°C, the battery must be activated by driving for a few minutes before charging.*

- **For safety reasons and to avoid any risk of fire, never leave the batteries unattended during charging.**

4.11.3 - Storage

EXIDE MAXXIMA 900DC batteries

- Battery storage temperature: 10°C to 40°C in a dry location.
- Store the charged batteries.

LifePo4 batteries

- Battery storage temperature: 5°C to 40°C in a dry location.
- Store the charged batteries.
- Recharge stored batteries once a month.

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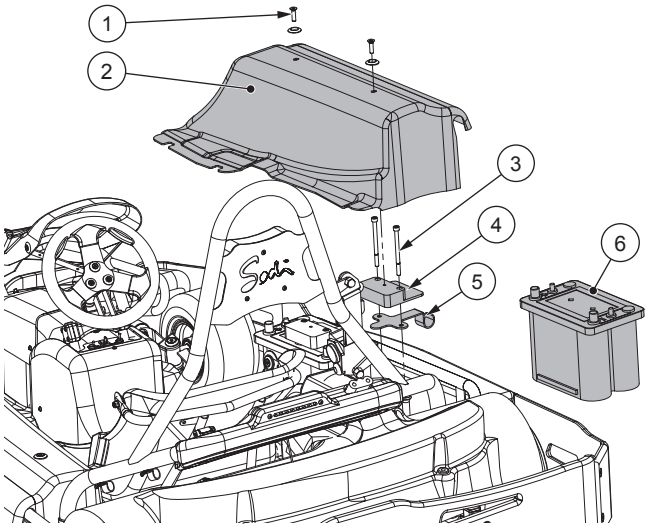
4.11.4 - Replacement

EXIDE MAXXIMA 900DC batteries

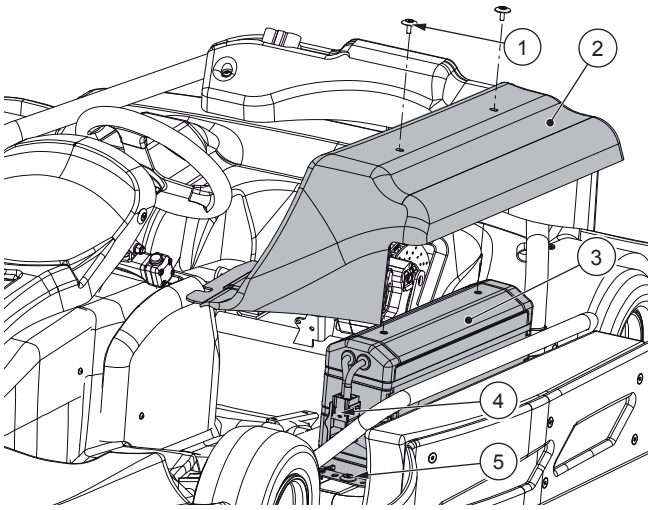


Legend
1 Screw
2 Battery cover
3 Screw
4 Battery fixing
5 Mounting hook
6 Battery

- Remove power from the go-kart, switch its ON/OFF button to OFF, and disconnect the go-kart from the charger.
- Place the go-kart on a trolley.
- Remove the 2 screws (1).
- Remove the battery cover (2).
- Disconnect the shunt cables according to the procedure described at the beginning of the chapter.
- Disconnect the second terminal from the batteries.
- Remove the 2 screws (3).
- Remove the battery mount (4) and the mounting hook (5).
- Remove the used battery (6).
- Install the new battery (6).
- Install the mounting hook (5) and the battery mount (4).
- Tighten the 2 screws (3).
- Connecting the battery to the circuit.
- Install the battery cover (2) and secure it using the screws (1).

- *Always replace all four go-kart batteries at the same time.*

LifePo4 batteries



Legend
1 Screw
2 Battery cover
3 Battery
4 Battery connector
5 Battery mounting screw

- Remove power from the go-kart, switch its ON/OFF button to OFF, and disconnect the go-kart from the charger.
- Place the go-kart on a trolley.
- Remove the 2 screws (1).
- Remove the battery cover (2).
- Disconnect the connector (4) from the harness.
- Remove the 2 screws (5).
- Remove the used battery (3).
- Install the new battery (3).
- Tighten the 2 screws (5).
- Connect the connector (4) to the harness.
- Install the battery cover (2) and secure it using the screws (1).
- Repeat this operation for the other battery.

- *Always replace all four go-kart batteries at the same time.*

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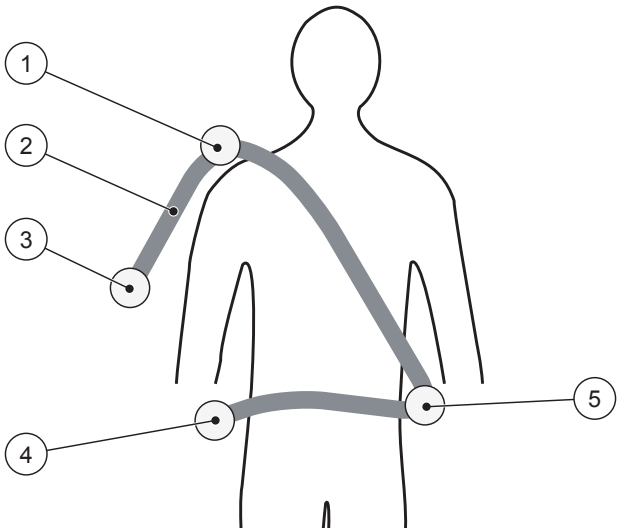
- **The batteries are the only electrical components that you can replace.**
- **Use electrically insulated tools.**
- **Remove your jewellery (rings, etc.) to avoid an electrical discharge that could lead to a serious or fatal accident.**
- **Do not incinerate the battery because it could explode, causing a serious or fatal accident.**
- **Do not damage the battery and do not attempt to open it. This could lead to a serious or fatal accident.**
- **Use EXXIDE MAXIMA 900 DC or LifePo4 batteries only.**
- **LiFePo4 batteries are paired up at the time of mounting, and must never be separated. If servicing is required, send the complete set of batteries.**

4.12 - Seat belt

The roll over bar with the seat belt option improves the go-kart safety in case of accident.

It is very important that safety systems is checked and maintained regularly.

4.12.1 - Seat belt



Legend
1 Pillar loop
2 Belt
3 Retractor
4 End bracket
5 Tongue

- Check the state of the belt (2) to detect the anomalies (undone stitchings, chemical damages, slashs, worn side).
- Check that all fixings are well tightened, and that the seat belt parts are in a good state.
- Check that the retractor (3) run correctly:
  - Yank the belt then release it to check that it roll up completly.
  - Yank the belt to check that it arrest the body in case of shock. (be careful, the side of the belt is edged).
- Check that the tongue (5) gets in the buckle correctly and there are well maintained.
- Push the red buckle button to check that it unbinds the tongue.

- *After an accident check the state of the belt and the fixing before to let the go-kart run on the track.*
- *Check that the seat belt is locked and that the driver is well maintained in the seat.*

- **Modify the seat belt system may lead to a serious or even fatal injury.**
- **Clean the belt with chemical product may modify the efficiency of the belt, and lead to a serious or even fatal injury.**
- **A seat belt not locked may lead to a serious or even fatal injury.**

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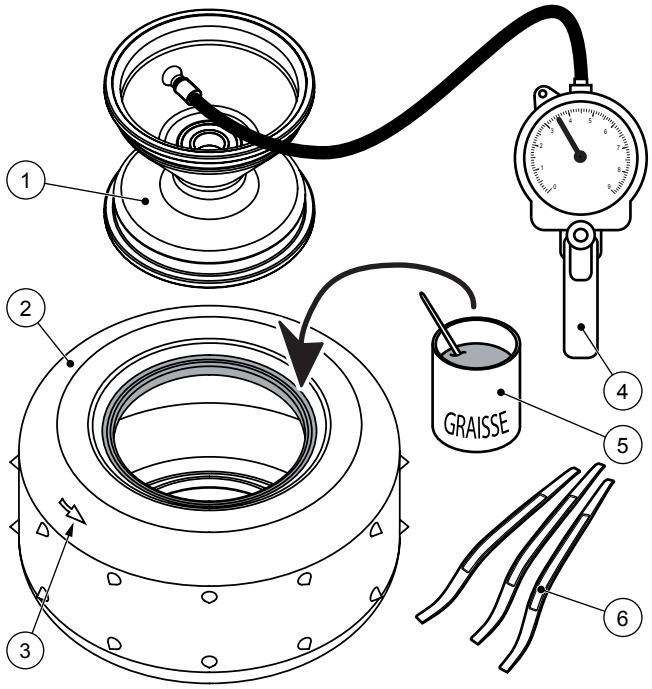
4.13 - Studded tyres change



Legend
1 Rim
2 Studded tyre
3 Direction of rotation
4 Inflation system
5 Grease
6 Tyre iron

- Place the go-kart on a trolley.
- Remove the front wheel or rear wheel with the proper size wrench.
- Place the wheel on a tyre remover for strip off the studded tyre (available on the ITAKA catalogue).
- When the tyre (2) is detached on both sides, remove it completely using tyre irons (6) (available in the ITAKA catalogue).
- Take the new tyre and grease the tyre in order to make assembly and removal easier.
- Replace the tyre (2) on the valve side of the wheel rim (1) ensuring the correct rotation direction.
- Once the tyre is correctly positioned, inflate with a compressed-air line to a pressure of 3.5 bars so that the walls make a good seal with the wheel rim. Then deflate to recommended pressures.
- Reinstall the wheel on the go-kart.
- Check the tightening torque of the mounting nut.

- *Always change the whole set whenever a tyre is changed (fronts, rears, or all the set).*
- *Always place the tyres so that they rotate in the direction indicated on the tyre wall.*
- *Never inflate the tyres more than 4 bars.*
- *Excessive wear of tyres can be caused by bad front wheel axle unit alignment.*

- *Give worn tyres at a specialist of tyre treatment according to local environmental regulation.*

- **Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury.**
- **Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury.**
- **Never run with worn or damaged tyres : a burst of tyre may lead to a serious or even fatal injury.**
- **Always blow up tyre with the pressure recommended by the manufacturer.**
- **Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury.**
- **Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over.**
- **The studded tyre must be used only on the ice track.**
- **Store tyres in an appropriate area to prevent fire hazard.**

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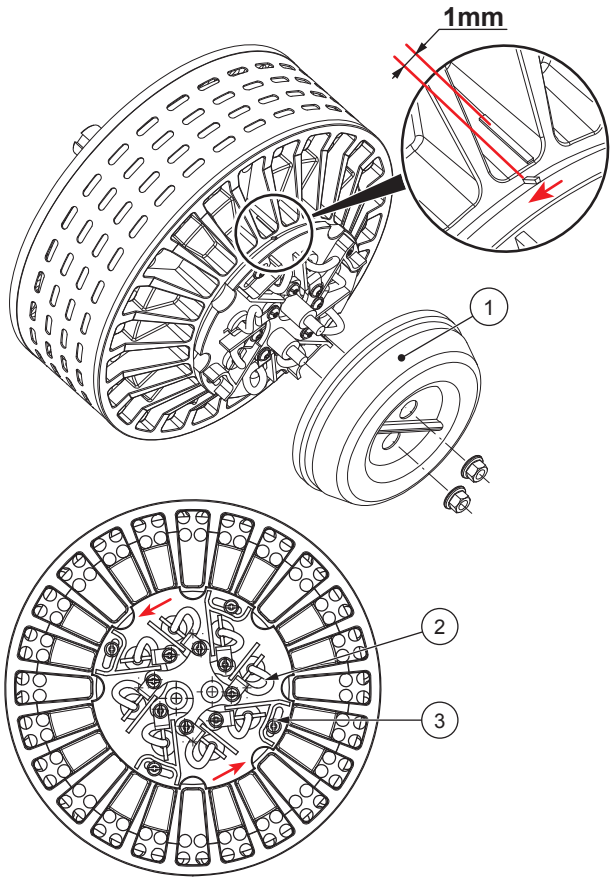
4.14 - Electric motor

- *Use compressed air to clean the engine after each use.*
- *The engine air intake must never be obstructed by a foreign body.*
- *Never use the engine in extremely wet conditions or in the presence of fine powdery snow.*
- *Check the contact brushes for wear after 100 sessions.*

- **An excessively tight belt can damage the engine bearings.**
- **The use of an unsuitable gear ratio for the track or running the engine at too low a speed can cause engine overheating and damage.**

4.14.1 - Brush inspection



Legend
1 Cover
2 Cable
3 Screw

- Remove the cover (1).
- Check that the 8 cables (2) can move freely.
- Check that there are no traces of a burn on the contact brush kit.
- Remove the contact brush kit by removing the 4 screws (3). Clean the contact brush kit by blowing with compressed air.
- Check that the contact brushes measure more than 5 mm.

4.14.2 - Contact brush replacement

- Remove the cover (1).
- Remove the contact brush kit by removing the 4 screws (3).
- Install the new contact brush kit.
- Align the engine index mark with the index mark on the contact brush kit, and then rotate the contact brush kit 1 mm in the direction indicated by the arrows.
- Tighten the four screws (3).
- Reinstall the cover (1).

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4.15 - Chassis cleaning

The chassis and its parts (with the exception of the brake calliper and brake disk) should be cleaned with the special gokart cleaning fluid WD40 (available from the ITAKA catalogue).

This fluid cleans, removes grease, protects, lubricates and protects the rotating parts from damp (stub axle, tie rods, etc).

- Protect the calliper and brake disk with a dry rag.
- Spray the whole of the go-kart with WD40 cleaner. Allow the cleaner to take effect for a few seconds.
- With a dry cloth rub thoroughly the chassis tubes and all fixed parts.

- *It is vital to clean the go-kart regularly as this provides the opportunity to notice more easily worn parts, and missing nuts, bolts and screws.*
- *Clean your go-kart weekly.*

- **If WD40 is sprayed on the brake disk or brake calliper, brake efficiency will be partially or completely reduced, and this may lead to a serious or even fatal injury.**
- **Do not put WD40 into brake pump.**
- **Do not use a pressure washer. Cleaning the go-kart with a pressure washer can lead to fast deterioration of certain go-kart components (e.g. electrical components of the go-kart, stickers, bearings, etc.).**

4.16 - Maintenance summary

4.16.1 - Bolting

- Check daily all nuts and bolts and more especially the check points:
  - Stub axle screws;
  - Steering rod ball joint screws;
  - Rear wheel nylstop nuts;
  - Rear hub screws;
  - Screws for bearings;
  - Screws and nuts for engine platen;
  - Belt adjuster bolt;
  - Seat bolts.

Carefully check worn nuts and screws and replace if damaged.

4.16.2 - Notched belt

- Check daily the notched belt adjustment, the notched belt must have 5 mm play.

4.16.3 - Steering

- Check daily the upper and lower column plastic support torque as well as stub axle screws.
- Make sure that front wheel axle unit is not out of line (stub axles bent or broken).
- Check that the tie rods are not damaged.

4.16.4 - Bodywork parts

- Parts of the bodywork must not be broken or have sharp edges.
- Check the body part fastenings.
- Whenever bodywork parts are changed, make sure that nuts and bolts are assembled with nuts on the inside and bolt heads on the outside, in order not to cause any injury.

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4.16.5 - Tyres

- Take particular care when fitting tyres that they rotate in the right direction. Follow the directional arrows on the tyre wall.
- Check for tyre wear with the indicators in the tread. One must always be able to see them. Tears or tread separation must not be found.
- Before each session check tyre pressures:

Duro tyre	
Front	2,5 bar
Rear	2,5 bar

Itaka tyre	
Front	2,5 bar
Rear	2,5 bar

4.16.6 - Braking

- Make sure before all sessions that the braking system is working properly.
- Brake fluid should not be black. Drain and change black fluid. Check levels.
- Ensure that brake pads are correctly fitted and do not fall below the minimum thickness of 8 mm (4 mm lining + 4 mm steel support).
- Brake hoses must not show any leaks at connection points. Replace if damaged.

4.16.7 - Chassis cleaning

- Clean your chassis at least once a week.
- Use only go-kart cleaner WD40 (ref. LU833.004).

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5 - Trouble shooting

5.1 - Electrical fault

5.1.1 - The go-kart does not start

1. Is the ON/OFF button in the ON position?
2. Is the mode switch set to 'forward' or 'reverse'?
3. Are the batteries charged?
4. Is the brake contactor locked?
5. Is the accelerator pedal in rest position when power is applied to the go-kart?
6. Is the clearance of the accelerator potentiometer adequate?

5.1.2 - The go-kart goes too slowly

1. Is the speed selector in the correct position?
2. Are the batteries adequately charged?

5.1.3 - The batteries no longer hold their charge

1. Is the battery voltage adequate?
2. Is the charger properly connected to the electrical power supply?
3. Is the charger operating properly?

5.2 - Mechanical fault

5.2.1 - The go-kart will not brake

1. Is the brake pedal free?
2. Is the hydraulic brake pump container cap fully tightened?
3. Is there enough brake fluid?
4. Are the hoses correctly connected?
5. Are the brake pads worn?
6. Is the calliper fully tightened on its support?
7. The displacement of the brake pedal is enough?

5.2.2 - The go-kart brakes continually

1. Is the brake fluid old?
2. Is the brake disk correctly centred in relation to brake pads?
3. Is the calliper fully tightened on its support?
4. Is the brake pedal too tight?
5. Are the brake pads correctly assembled?

5.2.3 - The go-kart is hard to turn

1. Are the stub axles tightened to torque specification?
2. Is the front axle unit checked?

5.2.4 - The steering of the go-kart is not precise

1. Are the front wheels tightened?
2. Are the stub axles to torque tightening specification?
3. Are the column plastic supports tightened to torque specification?
4. Are the tie rods correctly assembled and to torque specification?
5. Is the front wheel axle unit adjustment checked?

5.2.5 - The go-kart tends to go to the side

1. Is the front wheel axle unit adjustment checked?
2. Are the tie rods correctly assembled?
3. Are the tie rods locking nuts securely tightened?
4. Is there a tie rod bent or broken?
5. Do the rear wheels have exactly the same circumference?
6. Is the chassis twisted?

5.2.6 - The go-kart skids very much on bends

1. Are the tyres worn?
2. Are the tyres inflated to the recommended pressures?
3. Is the rear axle adjustment suited to the track conditions?

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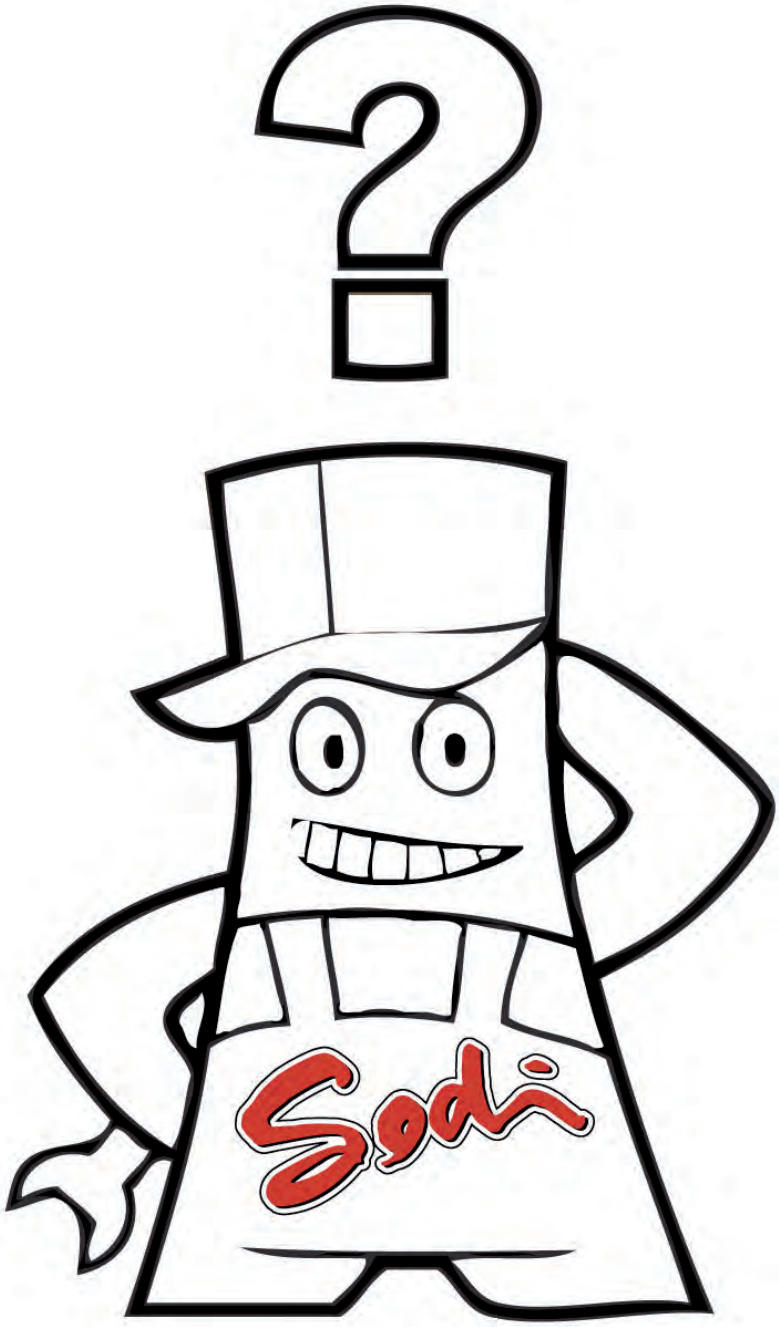
7 - Maintenance schedules



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7.1 - Daily maintenance

Inspect each go-kart which will be used all day. The mechanic technician must sign the maintenance sheet after that he inspects all go-karts.

(the motorization & transmission is on the recto of the sheet and the chassis on the verso).

- *Write the letter representing the check carried out in the box for the go-kart being inspected.*

  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.

  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Date	Surname	Signature

Motorization & transmission	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Engine (1)	X		X															
Tightening of engine mount	X		X															
Belt state	X	X																
Belt tension	X		X															
Sprockets state	X	X																

- *(1) Check that the engine does not run when the brake pedal is depressed.*

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- *Write the letter representing the check carried out in the box for the go-kart being inspected.*

  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.

  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Date	Surname	Signature

Chassis	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Safety stickers	X		X															
Brake liquid level	X		X															
Brake pad wear	X	X																
Pedals displacement*	X		X															
STOP light state*	X																	
Steering rods state	X	X																
Tightening of wheels	X																	
Tightening of steering wheel	X	X																
Seat belt state*	X		X															
Roll over bar fixing*	X	X																

* Optional equipment

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7.2 - Monthly maintenance

Inspect each go-kart which will be used all day. The mechanic technician must sign the maintenance sheet after that he inspects all go-karts.

(the motorization & transmission is on the recto of the sheet and the chassis on the verso).

- *Write the letter representing the check carried out in the box for the go-kart being inspected.*

  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.

  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Date	Surname	Signature

Motorization & transmission	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Engine (1)	X		X															
Tightening of engine mount	X		X															
Electrical connections	X																	
Belt state	X	X																
Belt tension	X		X															
Belt alignment	X		X															
Sprockets state	X	X																

- *(1) Check the current of the engine running off-load.*

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- *Write the letter representing the check carried out in the box for the go-kart being inspected.*

  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.

  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Date	Surname	Signature

Chassis	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Safety stickers	X	X																
Brake liquid level	X		X															
Brake pad wear	X																	
Pedals displacement	X		X															
STOP light state*	X	X																
Front train alignment	X		X															
Steering rods state	X	X																
Tightening of wheels & stub axles	X		X															
Tightening of steering wheel	X		X															
Rear axle position	X		X															
Seat belt state*	X																	
Roll over bar fixing*	X		X															
Tyres pressure	X		X															
Bodyworks state	X																	
Bumpers & protections state	X																	
Fixed seat state	X																	
Adjustable seat state*	X																	
Bolting	X		X															

* Optional equipment

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7.3 - Annual maintenance

Inspect each go-kart which will be used all day. The mechanic technician must sign the maintenance sheet after that he inspects all go-karts.

(the motorization & transmission is on the recto of the sheet and the chassis on the verso).

- *Write the letter representing the check carried out in the box for the go-kart being inspected.*

  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.

  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Date	Surname	Signature

Motorization & transmission	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Engine (1)	X																	
Brushes	X	X																
Battery connection	X																	
Accelerator push rod	X	X																
Batteries	X	X																
Tightening of engine mount	X		X															
Charger (2)	X																	
Belt state	X	X																
Belt tension	X		X															
Belt alignment	X		X															
Sprockets state	X	X																

- *(1) Use compressed air to clean via the engine ventilation holes.*
- *(2) Use compressed air to clean the charger.*

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- *Write the letter representing the check carried out in the box for the go-kart being inspected.*

  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.

  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Date	Surname	Signature

Chassis	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Safety stickers	X	X																
Brake liquid level	X		X															
Brake pad wear	X																	
Tightening of brake disc hub	X		X															
Tightening of brake disc	X		X															
Pedals displacement*	X		X															
STOP light state*	X	X																
Front train alignment	X		X															
Steering rods state	X	X																
Tightening of wheels & stub axles	X		X															
Tightening of steering wheel	X		X															
Rear axle position	X		X															
Seat belt state*	X																	
Roll over bar fixing*	X		X															
Tyres wear	X	X																
Bodyworks state	X																	
Bumpers & protections state	X																	
Fixed seat state	X																	
Adjustable seat state*	X	X																
Bolting	X		X															

* Optional equipment

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EC DECLARATION OF CONFORMITY

I, the undersigned, **Sodikart**
Parc d'activité des hauts de Couëron BP60
44220 Couëron

declare that go-kart model: **SODI FUNNY VOLT**

complies with the regulatory provisions of European directive 98/37.

The product was designed to satisfy the requirements of the following reference documents:

- **The NFS52-002.**
- **The FFSA technical and safety rules for karting.**
- **The CIK-FIA recommendations for leisure karting.**

Made at Couëron,
on 01-12-2010

on behalf of Sodikart,
Mister: Gilles BAGNARIOL Job title : Technical director

Signature :

CE

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